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THE SECRETARY OF THE AIR FORCE**

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Flying Operations

MH-53 AIRCREW TRAINING



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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, and AFD 11-4, *Aviation Service*. Along with AFI 11-202, Vol 1, *Aircrew Training*, this volume establishes MDS-specific standards for qualification, mission qualification, upgrade, and continuation training for aircrew members operating US Air Force MH-53 helicopters. This instruction is not applicable to the Air National Guard or Air Force Reserve Command. The policies and guidance of this instruction apply to US Air Force MH-53 helicopter operations. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Aviation Resource Management Systems (ARMS) covers required information. The authority for maintenance of the system is 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Law 93-570 (Appropriations Act for 1974), Public Law 93-294 (Aviation Career Incentive Act of 1974), DoDD 7730.57 (Aviation Career Incentive Act and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9397.

The Paperwork Reduction Act of 1974 as amended in 1996 affects this instruction. Also, the Air Force Forms Management Program IAW AFI 37-160V8, *The Air Force Publications and Forms Management Program - Developing and Processing Forms*, affects this instruction.

This instruction contains references to the following field (subordinate level) publications and forms which, until converted to departmental level publications and forms, may be obtained from the respective MAJCOM publication office.

Publications: AFSOCI 11-301, AFSOCR 55-12, AFSOCI 11-301, and PACAFI 13-201.

Forms: AF Forms 4109, 4110, and 4111

SUMMARY OF REVISIONS

This revision incorporates Interim Change IC 2003-01. Incorporates recent changes to AFI 36-2226, *Combat Arms Program*, AFI 10-2501, *Full Spectrum Threat Response Planning and Operations*, Visual Threat Recognition and Avoidance Trainer (VTRAT), and repair of minor administrative errors. Changed, revised, or added material is indicated by a (|).

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Chapter 1

POLICY ON TRAINING

1.1. General. This instruction provides for single-source training management of US Air Force MH-53 helicopter aircrew members. Formal training, per *Education Training Course Announcement* (ETCA), is conducted in accordance with this instruction and the requirements of AFI 11-202, Volume 1, *Aircrew Training* and AFSOC Supplement 1 to AFI 11-202, Volume 1. Training policy, guidance, and requirements are set forth for each phase of aircrew training. Training is designed to progressively develop the combat readiness of each aircrew member, while maintaining previously acquired proficiency.

1.1.1. Initial Qualification Training. The training needed for an aircrew member to qualify for basic aircrew duties in an assigned position for a specific aircraft, without regard to the unit mission.

1.1.2. Mission Qualification Training. The training needed for an aircrew member to qualify in an assigned aircrew position for a specific aircraft, to perform the command or unit mission.

1.1.3. Continuation Training. The training needed for an aircrew member to maintain and develop qualification acquired in basic aircraft qualification or mission qualification training. An aircrew member in continuation training may be assigned mission ready/combat mission ready (MR/CMR), basic mission capable (BMC), or basic aircraft qualification (BAQ) status. Continuation training provides aircrew members the capability to reinforce and build upon previous training and conduct Air Force Task List (AFTL), USSOCOM Joint Mission Essential Task List (JMETL), and AFSOC Mission Essential Task List (METL)-based, combat-oriented aircrew training.

1.1.4. Upgrade Training. The training needed for an aircrew member to upgrade to aircraft commander (pilot only), instructor qualification, or flight examiner certification in their respective crew position.

1.2. Command Relationships.

1.2.1. Headquarters Air Force Special Operations Command (AFSOC) and Headquarters Air Education and Training Command (AETC), in coordination with Headquarters United States Special Operations Command (USSOCOM), will establish and supervise an aircrew training program consistent with the policies and requirements of this instruction.

1.2.2. The AFSOC/AETC Memorandum of Agreement (MOA) outlines the inter-command relationships and responsibilities regarding MH-53 operations at the 58 SOW. Formal training organizations are authorized direct communication with HQ AFSOC concerning all formal training and evaluation matters. Informal discussion and coordination regarding formal training and evaluation matters between AFSOC and AETC training agencies is encouraged. Formal authorization for inter-command requests (e.g. - waivers, operations guidance, training quotas, or syllabus requirements) must be forwarded through both MAJCOMs for coordination.

1.2.3. The AFSOC/ACC Memorandum of Agreement (MOA) outlines the inter-command relationships and responsibilities regarding MH-53 operations at the AFSOC Detachment of the USAF Weapons School (USAFWS)

1.3. Responsibilities. AFSOC/CC is responsible for overall management of Air Force flying training programs supporting Air Force special operations forces (AFSOF) and USSOCOM. HQ AFSOC/DO is

the focal point for AFSOC formal aircrew training management and is responsible for formal school training matters such as curriculum, standardization of training programs, and flying hour management. HQ AFSOC/DP/LG/XP/FM/RT will coordinate their activities with HQ AFSOC/DO to ensure adequate resources supporting aircrew training programs are available. HQ AETC/DORA, HQ AETC/TRSS, HQ 19 AF/DOS, and the 58 SOW are generally responsible for the oversight of formal school training programs, including the development and execution of the formal school training syllabi and Programmed Flying Training (PFT). Usually, AETC is responsible for conducting initial qualification, requalification, upgrade, and simulator refresher training for AFSOC MH-53 aircrew, as well as AETC-assigned aircrew continuation training, per this instruction and ETCA.

1.3.1. HQ AFSOC/DOT Responsibilities.

- 1.3.1.1. Oversee all MH-53 formal flying training and mission ready ground training events.
- 1.3.1.2. Monitor quality of training for MH-53 students.
- 1.3.1.3. Process prerequisite waiver requests for all MH-53 aircrew training courses.
- 1.3.1.4. Determine student training quotas required to ensure adequate MH-53 crew force levels.
- 1.3.1.5. Allocate and monitor student quotas for aircrew training courses supporting MH-53 units.
- 1.3.1.6. Review and approve Syllabus of Instruction (SOI) and Course Lesson Map (CLM) for all MH-53 formal aircrew training courses.
- 1.3.1.7. Review changes to ETCA for all MH-53 formal aircrew training courses.
- 1.3.1.8. Attend annual Program Flying Training (PFT) conferences, coordinate PFT issues, and monitor publication of PFT documents and subsequent revisions.
- 1.3.1.9. Approve or disapprove requests for secondary method in-unit training.
- 1.3.1.10. Program flying hours required for all MH-53 aircrew training.
- 1.3.1.11. Monitor resources required to meet MH-53 aircrew training requirements and identify deficiencies in manpower, personnel, facilities, or training equipment.
- 1.3.1.12. Monitor graduate field evaluation programs per AFI 36-2201, *Developing, Managing, and Conducting Training*.
- 1.3.1.13. Review and approve Syllabus of Instruction (SOI) and training plans for all MH-53 in-unit aircrew training courses.

1.3.2. HQ AFSOC/DPR Responsibilities.

- 1.3.2.1. Ensure MH-53 aircrew students meet appropriate course prerequisites or possess a HQ AFSOC/DO approved waiver. In addition, HQ AETC/DOF is the prerequisite waiver approval authority for students bound for 58 SOW training.
- 1.3.2.2. Establish and maintain personnel assignment policies to ensure quality aircrew instructor manning for AFSOC training programs.

1.3.3. HQ AFSOC/XPQ Responsibilities.

- 1.3.3.1. Manage the acquisition, modification, and contractor support of all MH-53 aircrew training devices and courseware.

1.3.3.2. Program sufficient funding to satisfy identified deficiencies in AFSOC aircrew training and ensures concurrency between aircraft and aircrew training devices.

1.3.4. HQ AFSOC/XPM Responsibilities.

1.3.4.1. Determine and validate manpower required to support all AFSOC aircrew training programs.

1.3.4.2. Complete force level forecasts for the next Presidential Budget submission plus the next Program Objective Memorandum cycle. HQ AFSOC, in coordination with HQ AFPC, will provide the projected number of assigned aircrew members for each time period, with corresponding authorizations and force turnover rates.

1.3.4.3. Determine and forward to HQ USAF required data for computation of advanced student authorizations needed to support formal aircrew training schools.

1.3.5. HQ AETC/DOFS/DORA, HQ AETC/TRSS, HQ 19AF, and 58 SOW Responsibilities.

1.3.5.1. Be responsible for overall operation, logistics, and administration of MH-53 formal training courses.

1.3.5.2. Conduct and monitor MH-53 formal training courses to ensure course objectives and standards are met.

1.3.5.3. Prepare and distribute PFT.

1.3.5.4. Administer end-of-course critiques and graduate field evaluations. A summary of all critiques and evaluations will be routed through HQ AFSOC/DOT for review.

1.3.5.5. Maintain a class roster of student entries and graduates for each formal course.

1.3.5.6. Prepare and forward to HQ AFSOC/DOT current student training status at least monthly.

1.3.5.7. Award AF Form 1256, Certificate of Training, to graduates per ETCA. Maintain a record of certificates issued. Record will include graduate's name, rank, course completed, course number, dates of course entry and completion, and automated personnel data system (PDS) course code.

1.3.5.8. Prepare, review, and forward to HQ AFSOC/DOT all SOIs and CLMs. SOIs will contain a brief summary of revised, deleted, or added material and a resource impact statement (flying hours, manpower, facilities, etc.). Coordinate with HQ AFSOC/DOT to ensure formal school graduates meet AFSOC requirements as defined by the AFSOC Mission Essential Task Listings (METLs). This includes monitoring and adjusting syllabus content and quality as well as PFT quantity to produce crewmembers qualified to perform the AFSOC mission. The annual Training Review, Syllabus Review, and PFT Conferences are the primary conduits for significant change.

1.3.5.9. Conduct annual syllabus reviews and update courses appropriately.

1.3.5.9.1. Changes will be incorporated into a revised course syllabus of instruction and coordinated with HQ AFSOC/DOT.

1.3.5.10. Review ETCA and determine if changes to the course announcements are needed. If so, coordinate with HQ AFSOC/DOT and submit appropriate changes.

1.3.5.11. Notify appropriate agencies, in writing, when scheduled student graduation dates are extended or if students will graduate without completing all syllabus training requirements.

1.3.5.12. Maintain a master course file per AFI 36-2201, *Developing, Managing, and Conducting Training*.

1.3.6. ACC Responsibilities will be IAW current MOA.

1.3.7. 16 OG and 352 SOG Responsibilities.

1.3.7.1. Determine annual MH-53 formal aircrew training quota requirements, submit quota requests to HQ AFSOC/DOT, and manage quotas allocated. Commanders at each level will ensure compliance with the policies and intent of this instruction, ensure safety is not compromised, and monitor aircrew training to ensure these programs are both aggressive and realistically designed and executed.

1.3.7.2. Train subordinate unit training offices are trained in regulations, procedures, and other facets of job performance.

1.3.8. Supervisor Responsibilities.

1.3.8.1. Identify areas where additional training is needed and direct training accordingly.

1.3.8.2. Obtain necessary training support for deployed personnel from the appropriate agency as the need arises.

1.3.8.3. Ensure objectives determining successful mission accomplishment are briefed, debriefed, and evaluated.

1.3.8.4. Request training waivers through appropriate channels if training facilities or support are not available.

1.3.9. Instructor Responsibilities.

1.3.9.1. A current and qualified MH-53 instructor pilot will be in a pilot seat during pilot qualification training.

1.3.9.2. A one-to-one student/instructor ratio is desired during flight engineer or aerial gunner flight training.

1.3.10. Unit Training Office Responsibilities.

1.3.10.1. Monitor unit training programs to ensure compliance with this instruction and applicable Air Force guidance on the training of aircrew members.

1.3.10.2. Submit waivers and notifications as required through appropriate channels. Track continuation training and notify individuals when currency is lost. Notify unit operations officers and commanders on issues affecting readiness.

1.3.10.3. Monitor status of unit training. Report deviations and document significant trends affecting unit or individual training status.

1.3.10.4. Schedule and conduct required or directed training to ensure all crewmembers receive applicable ground training during eligibility periods.

1.3.10.5. Request training quotas required for off-station training through appropriate channels.

1.3.10.6. Conduct annual training reviews for all aircrew members.

1.3.10.7. Submit all in-unit training programs to HQ AFSOC/DOT for review and approval.

1.4. Cross Crew Position Training (CCPT). With unit commander, operations officer, or mission commander approval, instructors from one crew position may train crewmembers from a different crew position on events in which both are qualified. Flight evaluations must be conducted by a flight examiner in the same crew position as the evaluatee and comply with requirements of AFI 11-2MH-53, Volume 2, *MH-53 Aircrew Evaluation Criteria*.

1.5. Active Duty Service Commitments. Formal training, either primary or secondary method, conducted per this instruction may incur an active duty service commitment per AFI 36-2107 *Active Duty Service Commitments (ADSC) and Specified Period of Time Contracts (SPTC)*. Reference AFI 36-2107 for program specifics. Unit training officers will coordinate with the servicing Military Personnel Flight (MPF) to ensure the individual acknowledges the ADSC to be incurred by signing the AF Form 63, Active Duty Service Commitment Counseling Statement. This action will occur prior to the individual entering training. Upon course completion, the unit training officer will notify the MPF the individual has completed training and the MPF will update the ADSC in the Personnel Data System (PDS).

NOTE: Due to the extended nature of some in-unit upgrades, ADSCs will be effective upon completion of the training or 120 days after the first flying event, whichever occurs first.

1.6. Training Methods. The primary training method for MH-53 initial qualification, requalification, or upgrade training is attendance at an ETCA formal school. USAF policy states formal schools will be used unless attendance is impractical. The secondary method is in-unit training, using applicable formal school courseware. Secondary method training requires a waiver to be submitted through appropriate channels per this instruction and approved by HQ AFSOC/DOT. Formal schools will not forward written examinations as part of the courseware for in-unit qualification training. Any aircrew member who has previously unsuccessfully completed the formal ETCA course for substandard performance will not be issued a secondary method training waiver. When specific formal courseware is not published, use of locally developed training syllabi is authorized. Units will forward all locally developed syllabi for all in-unit training to HQ AFSOC/DOT for review and approval. All approved in-unit training is posted on the HQ AFSOC/DOT web page.

1.7. Senior Officer Flying.

1.7.1. Senior officers in authorized supervisory flying positions (RPI 6 or 8) may be qualified in unit aircraft, if they have completed a formal UPT/UHT course (orientation courses do not qualify) and the appropriate qualification syllabus. The MH-53 Key Staff syllabus does not fulfill this requirement. They must complete annual written examinations and flight evaluations, and have these events documented on their AF Form 8, Certification of Aircrew Qualification.

1.7.1.1. General officers in commander billets may fly without an IP, if current and mission qualified (MR or BMC). All other general officers maintaining BAQ, or less, must fly with an IP. General officers will complete the following semiannual currency requirements in each aircraft in which they are qualified:

	Pilot
Sorties	6
Takeoff/Approach/Landing	6

1.7.1.2. Colonels will maintain MR, BMC, or BAQ status and must complete the appropriate ground and flying training requirements of this instruction. Additional requirements are located in AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, as supplemented.

1.7.1.3. Lieutenant colonels and below will maintain MR, BMC, or BAQ status as required and must complete the appropriate ground and flying requirements of this instruction. Flying squadron commanders and operations officers will maintain MR status. (EXCEPTION: The requirement to maintain MR or BMC status does not apply to aircrew of the 551 SOS.)

1.7.2. Supervisory Flying. Senior officers in authorized supervisory positions (RPI 6 or 8), who are qualified and maintain currency in one type aircraft, but have other types assigned to their unit, may fly in a primary crew position in unit aircraft in which they are not qualified, in observer status, with an IP at a set of controls, only after completing a senior officer orientation course. They must have a current flight physical, physiological training, and ground egress training prior to their first flight. They will log "O" (observer) time and will not occupy a pilot's seat with passengers onboard.

1.7.3. Senior Officer Multiple Aircraft Qualifications. Senior officers in supervisory flying positions (RPI 6 or 8) maintaining multiple aircraft qualifications must have completed applicable formal UPT/UHT courses. Basic qualification requires qualification examinations in each aircraft and qualification flight evaluations in each MDS aircraft. Mission qualification requires mission qualification examinations and mission flight evaluations in each MDS aircraft. Comply with all continuation requirements for Multiple Aircraft Qualifications in [Chapter 4](#).

1.8. Transfer of Aircrew Members. For intra- and inter-command transfer of aircrews, the gaining organization will honor validated training completed prior to the transfer to determine the appropriate training phase for newly assigned crewmembers. Aircrew personnel qualified in the same MDS of one USAF unit are considered qualified in that equipment throughout the force, when used for the same mission. For inter-command transfer, qualifications may be accepted at the discretion of the gaining unit commander. In this case, the gaining unit commander will determine training required for newly assigned personnel.

1.9. Permanent Change of Station (PCS) Screening.

1.9.1. Units will ensure individual flight and ground training records are screened during unit out-processing. This screening will be accomplished in sufficient time to ensure discrepancies are corrected prior to PCS. Additionally, personnel departing to short tour areas will be scheduled by the losing organization for simulator, altitude chamber, and other training events as appropriate, to prevent unnecessary TDY away from the assigned short tour area. Losing unit will provide a printed copy of current ground and flying training summaries to individuals prior to PCS.

1.10. Unit Aircrew Capability. Primary crewmembers up to unit crew authorizations will maintain MR/CMR status (N/A for 58 SOW and USAFWS instructor aircrew members.) Commanders will ensure aircrews are trained to meet unit capability requirements. Crewmembers assigned above unit manning levels, or surplus to unit authorizations, will maintain MR, BMC, or BAQ status, as directed by the unit commander. [Attachment 2](#) lists aircrew events and capabilities for mission, special mission, and instructor certifications.

NOTE: To change from BMC to MR status, aircrew will begin maintaining full MR flying currency.

1.10.1. 58 SOW Currency Requirements. Permanent Party aircrew assigned to the 58 SOW must maintain at least basic mission capable flying currency in the portions of the mission they will instruct. They must maintain continuation training currency with the exceptions indicated in **Chapter 4** of this instruction. Squadron commanders may direct specific individuals to maintain only BAQ or partial BMC qualifications. In such cases, individual currency will require only those items associated with the directed qualification levels. The individual's AF Form 8 will indicate restrictions associated with other than full mission qualification. 58 SOW aircrew are not considered BMC or MR by AFSOC standards unless they maintain all AFSOC required flight and ground training currency in accordance with this instruction. If 58 SOW crewmembers augment AFSOC, the gaining squadron commander and HQ AFSOC/DOT must be informed by the squadron providing the aircrew members of any augmentee's lack of training below full MR qualification. HQ AFSOC/DOT, HQ AETC/DOFS, and the 58 SOW will coordinate for additional training or currency waivers as required.

1.10.2. USAFWS Currency Requirements. Permanent Party aircrew assigned to the USAFWS must maintain at least basic mission capable flying currency in the portions of the mission they will instruct. They must maintain continuation training currency with the exceptions indicated in **Chapter 4** of this instruction. Squadron commanders may direct specific individuals to maintain only partial BMC qualifications. In such cases, individual currency will require only those items associated with the directed qualification levels. The individual's AF Form 8 will indicate restrictions associated with other than full mission qualification. USAFWS aircrew are not considered BMC or MR by AFSOC standards unless they maintain all AFSOC required flight and ground training currency in accordance with this instruction. If USAFWS crewmembers augment AFSOC, the gaining squadron commander and HQ AFSOC/DOT must be informed by the USAFWS of any augmentee's lack of training below full MR qualification. HQ AFSOC/DOT, HQ ACC/DOT, and the USAFWS will coordinate for additional training or currency waivers as required.

1.11. Unit/Theater Indoctrination Program.

1.11.1. Prior to performing unsupervised aircrew duties, crewmembers will complete a unit/theater indoctrination program. This training is a requirement for all newly assigned or temporary duty (TDY) aircrew members. Units will publish directives outlining specific ground and flight training requirements. Design training to prepare crewmembers for the specific theater of operations. This training will: familiarize crewmembers with the local flying area, facilities and support agencies available; introduce any theater/mission-unique procedures; and review all theater-unique instrument flying requirements. The instrument training portion will include, at a minimum, theater-unique instrument requirements and procedures, the use of MAJCOM-approved non-DOD instrument approach procedures, required instrumentation for specific approaches, and general theater weather conditions. Document unit/theater indoctrination training in ARMS for all assigned and attached personnel. The unit commander or a designated representative must approve all unit/theater indoctrination training flights conducted at night.

1.11.2. As part of the local area procedure orientation, recent formal school pilot and flight engineer (P and FE) graduates should receive a random sample of emergency procedures and an instrument approach (P) during the unit indoctrination flight.

1.11.3. Because the 58 SOW only introduces day water operations, additional day water operations training will be required for first assignment crewmembers.

1.11.4. The following personnel are exempt from the above requirements: MAJCOM headquarters standardization and evaluation personnel administering flight evaluations and personnel returning to a previously assigned unit following a short tour assignment. However, any changes to local flying procedures must be briefed in detail.

1.12. Initial Cadre for Change of Unit Aircraft, Equipment, or Capability.

1.12.1. When possible, qualified personnel from units operating like equipment will provide the initial cadre. In some instances, it may be necessary for units converting from one design aircraft to another to form an initial cadre of aircrew personnel for whom certain training qualification requirements may be waived. Authorization to form initial cadre crews will be contained in the conversion program action directive. Unless otherwise stated in the program action directive, the following conditions will apply to management of initial cadre aircrew qualification.

1.12.1.1. A nucleus of instructor and flight examiner personnel (initial cadre) will be formed to begin aircrew conversion. Converting units send proposed initial cadre list by name, rank, current crew position and aircraft, total flying time, and requested crew qualification level through channels to MAJCOM/DO for approval.

1.12.1.2. Initial cadre will not be designated in a crew position higher than that currently held, i.e. H-53 aircraft commander to CV-22 flight examiner. Enter appropriate comments in the remarks section of the AF Form 8 or AF Form 1381, explaining the individual's status as initial cadre instructor or flight examiner.

1.12.1.3. Following final approval, each converting unit will publish a letter identifying initial cadre instructors and flight examiners by aircraft and crew qualification. A copy of this letter will be kept on file in each individual's Flight Evaluation Folder.

1.12.1.4. Difference training involves training between different types within an MDS, i.e. MH-53J to MH-53M, and will usually be a certification only, and annotated on AF Form 1381. If there are no instructors available with experience in the new type, units will follow initial cadre procedures above. It is highly recommended that unit evaluators and instructors are the first to receive difference training due to the force-multiplicative value of this approach.

1.13. Multiple Aircraft Qualifications.

1.13.1. Multiple aircraft-qualified crewmembers must complete 100 percent of the requirements for qualification and continuation training. Basic qualification continuation training requirements ([Table 4.6.](#)) may be completed in either aircraft. However, basic qualification frequency requirements ([Table 4.7.](#)) must be maintained in each aircraft. Example: A sortie and instrument approach must be completed every 45 days in each aircraft qualified. Multiple aircraft-qualified individuals maintain mission ready status by completing 50 percent of the mission requirements for each MDS aircraft in which qualified.

1.13.2. Procedures for approval of multiple qualification are contained in AFI 11-2MH-53, Vol 2.

1.13.3. For continuation training requirements, the MH-53J and the MH-53M are considered the same MDS. Currency may be obtained in either aircraft as long as it is capable of performing the event.

1.13.4. DSOs are tasked to fly on all AFSOC aircraft and will maintain multiple qualifications as required IAW AFI 11-202 Vol 2, AFSOC Sup 1. They will comply with each MDS Vol 1 DSO semi-annual ground and flying training currency requirements for each aircraft in which qualification is held. For the purposes of tracking experienced-based flying training events, DSOs will be considered under the multiple qualification tables only if they are qualified on MH-53 and at least one of the AC-130s and/or at least one of the MC-130s. DSOs who fall under the Multiple Qualification tables, regardless of which flying training level they are assigned or level of aircraft qualification, will log a minimum of one Combat Mission Profile for each aircraft that they hold qualification. The Aircrew Proficiency Sortie may be logged on any AFSOC aircraft in which qualification is held. Refer to the individual MDS Vol 1 Semi-annual Basic Aircraft Qualification and Mission Ready Flying Training tables for specific requirements.

1.14. Terms Explained. See [Attachment 1](#).

1.15. Abbreviations Explained. See [Attachment 1](#).

1.16. **Training Records.** Aircrew training records will be established and maintained per AFI 11-202V1, AFMAN 37-139, *Records Disposition Schedule*, and this instruction. Records will be maintained for a period of 1 year after completion of training. Detailed training record procedures are in [Chapter 6](#).

1.16.1. AF Form 1381, USAF Certification of Training. Used to document ground/flying training associated with mission qualification, and to document applicable instructor certified and one-time/initial flying training events. The AF Form 1381 is maintained in the individuals Flight Evaluation Folder (FEF) per AFI 11-202, Vol 2.

1.16.2. For 58 SOW formal school training, prepare training records in accordance with 58 SOW, 19 AF, or AETC guidance. For in-unit use of formal school courseware, use the appropriate training record and forms pertaining to the respective ETCA formal course. These forms will contain tasks, subtasks, training profiles, and minimum proficiency levels.

1.16.3. For training conducted by AFSOC units, the following forms aid management of aircrew training programs.

1.16.3.1. AF Form 4109, Special Operations Aircrew Training Record. Used as the training record jacket to document in-unit qualification or upgrade of an aircrew member. It documents applicable ground training, special function training, part task training, cockpit procedures training, simulator training, and flying training accomplished by crewmembers. [Attachment 3](#) has instructions for managing and completing the training record.

1.16.3.2. AF Form 4110, Comments – Special Operations Training. Used to document narrative comments on aircrew training activities.

1.16.3.3. AF Form 4111, Special Operations Training Record. Used to list required proficiency levels (RPL), indicate events for training sortie completion, and to document demonstrated student task and subtask performance and knowledge proficiency levels. Units are authorized to overprint and reproduce AF Forms 4111 for approved course syllabi.

1.16.4. Flight Engineers and Aerial Gunners are exempt from maintaining AF Form 623, Individual Training Record, according to AFI 36-2201 and AFSC 1A1X1B and 1A7X0 career field education training plans.

1.16.5. For the MH-53 Weapons Instructor Course, prepare training records IAW USAF Weapons School guidance.

1.17. Waivers. HQ USAF/XOO is the waiver authority for training requirements as specified in AFI 11-202 Vol 1. These requirements currently include physical, physiological training, CRM, life support equipment and procedures training, flight evaluations, IRC, and egress training (see AFI 11-202 Vol 1 for specific guidance). AFSOC/DO is the waiver authority for MDS-specific Vol 1 aircrew training requirements. AFSOC/DO waiver authority is further delegated for this instruction IAW **Table 1.1**.

1.17.1. Waivers to the requirements of this instruction will be submitted in message or memo format through appropriate command channels to AFSOC/DOT or AETC/DOFS, as appropriate, for approval, unless otherwise specified. Waiver format templates are available on the HQ AFSOC/DOT website, <https://www.afsoc.af.mil/milonly/dot/index.html>. Group commanders are the delegated waiver authority for flying hour requirements and for ground and flying training requirements as outlined below. Notify AFSOC/DOT or AETC/DOFS, as appropriate, by message when such waivers or extensions are issued.

1.17.2. Waiver processing will be per **Table 1.1**.

Table 1.1. Processing of Waiver Requests.

Waiver Requested by:	Forward Request Through:	HQ Reply Sent to:	Info Copy Sent to:
Operational Unit	Group Training Office to OG/CC to HQ AFSOC/DOT	Group Training Office	Requesting Unit
Formal School	HQ 19AF/DOS to HQ AETC/DOFS	HQ 19AF/DOS	Formal School and HQ AFSOC/DOT

1.17.3. General Waiver Format: Name, Grade. Flying Organization (assigned or attached). Present Crew Qualification, including special mission qualifications. Total Flying Time and PAA Time (including instructor and evaluator time, if applicable). Specific Nature of Waiver (paragraph reference) and Justification. Crew Qualification to which aircrew member is qualifying or upgrading. Scheduled Training Start Date. Expected Upgrade or Qualification Date. Date Last Event Accomplished. Remarks. Requesting Unit Point of Contact (POC) (include name, rank, telephone number, and office symbol).

1.17.4. Units requesting waivers for secondary method in-unit qualification mission qualification, or upgrade of an aircrew member will send requests through appropriate channels AFSOC/DOT or AETC/DOFS, as appropriate, for approval. The formal school will be an information addressee for all in-unit training waiver requests. Formal schools will forward current copies of courseware materials to units semiannually. Maintain copies of all waivers in the individual's training folder. If the training incurs an ADSC per paragraph **1.5**, include the statement "Individual acknowledged receipt of ADSC by signing the AF Form 63 on <date AF Form 63 signed>."

1.17.5. Gaining group commanders may waive 10 percent of the total hours and PAA hours required for upgrade in all crew positions, on an individual basis only. File a copy of this experience waiver in

the individual's training record. Students will bring such waiver letters to the formal school for insertion into their training record.

1.17.6. Group commanders may extend ground training requirement eligibility periods up to 2 months in [Table 4.3](#), [Table 4.4](#), and [Table 4.5](#), on an individual basis only, for reasons of crew non-availability. (EXCEPTION: The following events cannot be waived or extended by group commanders: Flight Physical, Physiological Training, Crew Resource Management (CRM) Training, Life Support Equipment and Procedures Training, Instrument Refresher Course (IRC), Underwater Egress Training (UET), Helicopter Emergency Escape Device (HEED) Training, and Ground Egress Training.) These events will not count toward the next periodic requirements (units should note on waiver when events were accomplished, but ARMS should not be updated). Notify HQ AFSOC/DOT or HQ 19AF/DOS, as appropriate, by hardcopy (message, memo, fax, not email) when waivers are issued.

1.17.7. Group commanders may waive all flying training requirements listed in [Table 4.6](#), [Table 4.7](#), and [Table 4.8](#). (except shipboard currency), on an individual basis only. Groups will keep an accurate record of waivers granted. Notify HQ AFSOC/DOT or HQ 19AF/DOS, as appropriate, by hardcopy (message, memo, fax, not email) when waivers are issued.

1.17.8. All waiver requests for pilots noncurrent for shipboard operations will be forwarded to HQ AFSOC/DOT. HQ AFSOC/DOT will forward waiver requests through HQ USAF/XOOS to Chief, Naval Operations (CNO) for consideration. Waiver format will be IAW Joint Pub 3-04.1. All waiver requests for enlisted aircrew members non-current for shipboard operations will be forwarded to HQ AFSOC/DOT for review and approval/disapproval.

1.18. Deviations.

1.18.1. This instruction does not authorize deviations from the flight manual or any other Air Force Instruction.

1.18.2. Flight safety will be given prime consideration and must take precedence over the requirements and guidance of this instruction.

1.19. Supplements. MAJCOMs will coordinate their supplements to this instruction with HQ AFSOC/DOT and HQ USAF/XOOT before publication and send two copies to HQ AFSOC/DOT and one copy to HQ USAF/XOOT after publication. If required by mission or location, units may supplement this instruction. Coordinate unit supplements to this instruction with AFSOC/DOT or AETC/DOFS, as appropriate, before publication. After publication, send two copies of unit supplements to AFSOC/DOT or AETC/DOFS, as appropriate.

1.20. Changes. Recommendations for improvements to this instruction are encouraged. Send recommendations to HQ AFSOC/DOT, through command channels, on an AF Form 847, Recommendation for Change of Publication. HQ USAF/XO is the approval authority for interim changes to this instruction.

1.21. Publication Administration. This instruction is distributed to AETC, AFSOC, AFSOC-gained units, and AFSOC-related schools based on requirements established through the Publishing Distribution Office (PDO). All aircrew members are authorized this instruction. Distribution to units, organizations, and individuals outside AFSOC may be made upon specific request and justification.

Chapter 2

INITIAL QUALIFICATION TRAINING

Section 2A—General Requirements

2.1. Scope. This chapter outlines the minimum requirements for initial qualification training and requalification training for crewmembers unqualified for periods of greater than 2 years. Commanders will ensure aircrew members completing qualification or requalification training meet all requirements of this chapter.

2.2. General Requirements. Complete all ground training, written examinations, and qualification training flights per AFI 11-202, Vol 1 and this instruction. The primary method of initial qualification training is attendance at an ETCA formal school. Completing the appropriate formal course satisfies the training requirements of this chapter. When attendance is impractical or quotas are not available, units may request secondary method in-unit qualification training waivers. The secondary method requires use of formal school courseware and waiver approval from HQ AFSOC/DOF (HQ AETC/DOF for AETC units). Any aircrew member who has previously unsuccessfully completed the ETCA formal course for substandard performance will not be issued a secondary method training waiver.

2.3. Time Period Limits for Secondary Method Qualification. The time period limit for in-unit basic qualification, requalification, and upgrade training is 4 months from the first ground training event or first flight, whichever comes first. Individuals unable to complete training within this time limit may continue training; however, units will immediately notify HQ AFSOC/DOF through channels, in writing, with a description of the difficulty and expected qualification date. Units must ensure that newly assigned personnel start qualification or requalification training, as appropriate, within 45 days after reporting for duty. Commanders will ensure aircrew personnel engaged in qualification or requalification training complete their training in a timely and uninterrupted manner. Duties not directly related to qualification or requalification training should be minimized.

Section 2B—Training Prerequisites

2.4. Prerequisite Training. Before entering qualification or requalification training, crewmembers must comply with all appropriate formal course initial qualification training prerequisites, as prescribed in the ETCA, AFI 11-202, Vol 1, and this instruction. Prerequisite waiver authority is in accordance with ETCA.

2.4.1. For formal training courses conducted by the 58 SOW, all prerequisite waivers must be coordinated through 58 OG/CC, HQ 19 AF/DO/DOS, HQ AETC/DOFS, and HQ AFSOC/DO/DOF. For secondary method in-unit training conducted by AFSOC units, all prerequisite waivers must be coordinated through the appropriate OG/CC and HQ AFSOC/DO/DOF.

Section 2C—Ground Training Requirements

2.5. Ground Training Requirements. Satisfactorily completing the appropriate ETCA formal training course satisfies the requirements of this chapter. Approved in-unit qualification training must be accomplished per applicable directives and will include the following ground training:

2.5.1. Ground Egress Training (initial). All aircrew members and other personnel regularly flying on US Air Force MH-53 helicopters will successfully complete ground egress training during initial qualification training. All crewmembers will receive this training prior to their first flight. Academic training will cover operation of all escape hatches, doors, windows; location and use of crash axes, fire extinguishers, and first aid kits; and exit instructions. Hands-on training will be accomplished in the aircraft and will include opening all cargo compartment exits. Pilots should accomplish exit from pilot windows, if resources permit. If unable, exit from the pilot windows will be verbally debriefed by the instructor. A qualified instructor crewmember will be present during training.

2.5.2. Crew Resource Management (CRM) Training (initial). Pilots, flight engineers, and aerial gunners will receive initial CRM training during formal school initial qualification training. Initial CRM training is a 2-day course taught at the formal school and contains all of the elements outlined in AFI 11-290, *Cockpit/Crew Resource Management*. CRM will be considered during all flights. Application of CRM principles pertaining to aircraft accidents should be discussed during all training phases. CRM principles will be evaluated per AFI 11-2MH-53, Vol 2.

2.5.3. Life Support Equipment Training (initial). Prior to their first flight, crewmembers will receive initial life support equipment training per AFI 11-301, *Life Support Program*. Training will consist of academic and practical training on use and limitations of life support equipment carried on applicable aircraft.

2.6. Use of Applicable Formal School Courseware. Unit commanders may approve local modifications of formal courseware to meet student needs. When formal school courseware is not published, use locally developed courseware. Submit locally developed courseware to HQ AFSOC/DOT or AETC TRSS, as appropriate, for approval prior to implementation.

2.7. Written Examinations. Open and closed book qualification written examinations must be completed before the completion of qualification or requalification flying training. Written examinations must satisfy the requirements of AFI 11-202, Vol 2, and AFI 11-2MH-53, Vol 2. Group-level standardization and evaluation qualification open and closed book examinations meet this requirement. Minimum passing score is 85 percent. When completed, an instructor will grade the exam and correct it to 100 percent. Additionally, all pilots will satisfactorily complete, at a minimum, the aircraft-specific portions of the annual Instrument Refresher Course (IRC). Formal course students who have not completed an instrument examination within the 12-month period prior to projected course completion, or within 3-months prior to taking their instrument flight evaluation, must complete the IRC and annual instrument examination. All written examinations taken during in-unit training programs may be credited toward annual continuation training requirements.

2.8. Flight Surgeon Training. Flight surgeon training must satisfy the requirements of AFI 11-202, Vol 1. All flight surgeons must have a current flying Class III physical examination, physiological training, and egress training prior to flying. Prior to extended overwater flight, flight surgeons must have completed Underwater Egress Training (UET) and Helicopter Emergency Egress Device (HEED) training. Unit assigned/attached flight surgeons must complete the one-time requirements of [Table 4.3](#), prior to maintaining continuation training requirements.

2.9. Medical Technician Training. Medical technicians are designated operations support personnel. However, due to their frequent exposure to the risks associated with military flying, they do have certain

requirements. As a minimum, medical technicians will maintain currency in the following ground training items: flight physical, physiological training, egress training (for any/all MDS they are expected to fly), and life support equipment training. Documentation will be maintained at the primary squadron they are attached to for flying.

2.10. Combat Camera Training. Combat camera personnel designated as “9D” aircrew will comply with flight surgeon ground training requirements IAW [Table 4.3](#). (EXCEPTIONS: AERPS and CDTQT). Documentation will be maintained at the primary squadron they are attached to for flying.

Section 2D—Flying Training Requirements

2.11. Applicability. Satisfactorily completing the appropriate ETCA formal course satisfies the requirements of this section. Approved in-unit qualification training must be accomplished in accordance with applicable formal school courseware.

2.12. Sequence of Training. Flying training sorties should normally be completed in order. However, if mission scheduling or student progress dictates otherwise, sorties may be flown out of sequence, with unit operations officer approval. (EXCEPTION: 58 SOW will follow HQ AETC and 19 AF guidance on training waivers and deviations.)

2.13. When to Train. Crewmember requirements may be completed on training or, with group commander’s permission, on non-tactical operational missions, when under the supervision of an instructor.

2.14. Evaluations. Conduct flight evaluations per AFI 11-202, Vol 2 and AFI 11-2MH-53, Vol 2.

Chapter 3

MISSION/SPECIAL MISSION QUALIFICATION TRAINING

Section 3A—General Requirements

3.1. Scope. This chapter establishes the minimum requirements for completing mission qualification, mission requalification training for unqualified periods of more than 2 years, special mission qualification, and instructor certified event training.

3.2. Training Methods. Formal school course attendance is the primary method for core mission qualification or requalification training. If formal school attendance is impractical or quotas are not available, units may request waivers to conduct secondary method in-unit mission qualification training using formal school courseware. Any aircrew member who has previously unsuccessfully completed the formal course for substandard performance will not be issued a secondary method training waiver.

3.2.1. In-Unit Training Programs. The unit commander will approve modifications of formal school courseware to meet student needs. When formal courseware is unavailable for mission qualification or requalification training, locally developed courseware may be used. AFSOC units will submit all locally developed courseware and syllabi to HQ AFSOC/DOT for approval.

3.2.2. Special Mission Qualification Training. Special mission qualification training may be completed in-unit with no waiver required. Comply with the requirements of AFI 11-202, Vol 1, and this instruction. Use AF Forms 4109, 4110, and 4111 (overprinted as appropriate), and locally developed courseware as applicable. AFSOC units will submit all locally developed courseware and syllabi to HQ AFSOC/DOT for approval. Special mission qualifications are noted in this section by “Special Mission Qualification” appearing in the training description. Instructor certified event training is noted in this section by “Instructor Certified Event” appearing in the training description. All other training is considered a core requirement. Special mission qualification or instructor certified event training may also include unit-specific training.

3.2.3. Direct Support Operator Training. Since there is no formal training course for Direct Support Operators, DSOs will complete the appropriate in-unit (secondary method) mission qualification or requalification training course IAW HQ AFSOC/DOT approved courseware under the supervision of an instructor qualified DSO. This courseware establishes the minimum training requirements required to meet standards specified in AFI 11-2MH53 Vol 2. Units may supplement courseware to meet local requirements. Submit all courseware change requests to HQ AFSOC/DOT prior to implementation. After completing initial mission qualification training and evaluation on any AFSOC aircraft, mission qualifications on subsequent AFSOC aircraft will be attained through difference training using the applicable HQ AFSOC/DOT approved difference training courseware and certified using the AF Form 1381, Certificate of Aircrew Training.

3.3. Time Period Limits for Secondary Method In-Unit Qualification. Training time limits for in-unit mission qualification mission requalification, and special mission qualification is 4 months from the first ground training event or first flight, whichever comes first. Individuals unable to complete training within these limits may continue training; however, units will immediately notify HQ AFSOC/DOT or HQ AETC/DOF, as required, through appropriate channels and in writing, with a description of the difficulty and expected qualification date. Units must ensure personnel start mission qualification or mission

requalification training within 45 days after reporting for duty. Commanders will ensure aircrew members engaged in mission qualification or mission requalification training complete their training in a timely and uninterrupted manner. Duties not directly related to mission qualification or mission requalification training should be minimized.

Section 3B—Training Prerequisites

3.4. Prerequisite Requirements. Aircrew members must meet the prerequisites of the appropriate formal school mission qualification course described in ETCA. If no separate mission requalification course exists, crewmembers will comply with mission qualification course prerequisites. Request waivers per paragraph 2.4.1.

3.5. Active Duty Service Commitments (ADSC). Crewmembers requalifying in a unit's mission will incur an active duty service commitment for mission qualification or mission requalification training per paragraph 1.5. of this instruction and AFI 36-2107.

3.6. Pilot Experience Requirements. Pilots who do not meet experience requirements of Table 5.1. should fly as a mission copilot until experience requirements are met. Group commanders may waive pilot experience requirements per paragraph 1.17.5.

NOTE: The MH-53 formal pilot mission qualification course teaches to aircraft commander standards. Once a pilot reaches specified flying time experience prerequisites, units may upgrade pilots to aircraft commander in-unit, using approved locally developed courseware, without an HQ AFSOC/DOT SMT waiver.

Section 3C—Ground Training Requirements

3.7. General Requirements. Satisfactorily completing the appropriate ETCA formal training course normally satisfies the requirements of this section. Approved in-unit mission qualification training must be accomplished per applicable formal school courseware. Any time formal school students graduate without all AFSOC core mission events trained, evaluated and/or certified, HQ AFSOC/DOT and HQ AETC/DOFS must coordinate to ensure the student receives all missing qualification training. Chronic lack of core training events due to inadequate resources should be documented in inter-command agreements.

3.8. Secondary Method In-Unit Training. Use applicable formal school courseware. Unit commanders may approve modification of formal school courseware to meet student needs. When no formal school courseware exists, locally developed courseware may be used. Submit locally developed courseware to HQ AFSOC/DOT or HQ AETC/DOF, as appropriate, for approval prior to implementation. Any aircrew member who has previously unsuccessfully completed the ETCA formal course for substandard performance will not be issued a secondary method training waiver.

3.9. Written Examinations. A written examination must be completed before the end of mission qualification or mission requalification flying training. Annual mission qualification open and closed book examinations meet this requirement. Minimum passing score is 85 percent. The formal school will not forward examinations as part of the courseware for in-unit mission qualification or mission requalification.

3.10. Unit-Unique Training. Ground or flying training unique to a particular crew position or unit must be completed prior to participating in an operational mission requiring such training as a qualified crew-member.

Section 3D—Initial/One-Time Ground Training

3.11. Initial/One-Time Ground Training Requirements. In addition to academic training associated with mission qualification courseware, ensure all applicable one-time/initial ground-training events are completed. These are summarized in [Table 4.3](#).

3.11.1. Aircrew Chemical Defense Equipment (ACDE) Training (AERPs) [LS17A].

3.11.1.1. Aircrew members must complete initial ACDE training prior to accomplishing flight with aircrew chemical warfare equipment.

3.11.1.2. Aircrew Eye and Respiratory Protective System (AERPS) initial training consists of three phases. Phases one and two consist of ground school, equipment donning and doffing, and processing procedures, respectively. Phase three consists of flying training.

3.11.2. Combat Mission Training (CMT) (Initial) [G071]. CMT requirements for initial mission qualification are outlined in [Attachment 3](#), [Table A3.1](#). Crewmembers will complete initial training in conjunction with mission qualification training. Intelligence and tactics personnel should conduct this training focusing on basic familiarity and understanding of those principles and topics listed in the table.

3.11.3. Combat Survival Training. Initial ETCA school (SV-80A) [SS01]. Required prior to first operational assignment in accordance with AFI 36-2209.

3.11.4. Crew Resource Management (CRM) (Initial) [G231]. AFI 11-290, *Cockpit/Crew Resource Management Training Program*, establishes requirements for developing and managing tailored, mission-specific CRM training programs and requires awareness, crew coordination, communication, risk management/decision making, task management, and mission planning/debrief.

3.11.5. DoD High Risk Training (Level B/C (SV-91 is level C), one time) [SS26/25]. Peacetime Code of Conduct training is required for all AFSOC high risk operators (all aircrew members, special tactics personnel, etc.). High risk is defined as a combination of those operators, because of the nature of their mission, tactics, and Area of Responsibility (AOR), that have a high risk of capture, or due to access to sensitive information, plans, or programs, are susceptible to foreign government, terrorist, or enemy exploitation. The training is managed and conducted by the Joint Personnel Recovery Agency (JPRA) as the DoD Executive Agent Action Office for SERE and Code of Conduct Training. Training is available as an exportable Level B course (generally one day) for lower risk operators and as a Level C course (academics and practical application) specifically tailored to unit missions. Both levels of training include information in how to deal with peacetime governmental detention and hostage/terrorist survival. Level B will become a Mission Ready Event effective December 2003. The focal point between JSSA and units requiring training are the HQ AFSOC, wing, and unit Liaison Offices (LNOs). Wherever possible, LNOs will be Air Force SERE Training Instructors, who, following JPRA indoctrination and training, have the necessary core skills to effectively run this advanced survival training program. The LNO is responsible to identify operators requiring training to JPRA. JPRA, in conjunction with JCS/J-3SOD and USSOCOM will determine risk and appropriate level of

training. All AFSOC aircrew members require Level B training. See group SERE instructors or unit LNO for additional requirements.

3.11.6. Egress with ACDE [LL05]. During initial CDTQT, the crewmember will practice egressing the aircraft with AERPS donned.

3.11.7. Ground Chemical Warfare Defense (GCWD) Training (Upon PCS) [G010]. Aircrew members will complete ground chemical warfare ensemble training per USAF requirements.

NOTE: This is a core mission training requirement, but is not taught by the 58 SOW due to the Air Force requirement to provide this training at the gaining unit upon PCS.

3.11.8. Laser Safety Training (Pilots AND DSOs, one-time, FE/AG Initial) [G184]. All aircrew members will receive initial laser safety training in accordance with AFOSH standards. Training consists of a formal safety briefing which covers all spectrums of laser energy, and practical training on laser devices used on any AFSOC Aircraft. Pilots and DSOs will receive the training as a one-time event. Flight Engineers and Aerial Gunners will receive the initial course and an annual refresher. Non-eye safe lasers will only be used by trained crewmembers.

3.11.9. Night Vision Device (NVD) Training (Initial) [VV01]. NVD training is conducted at the formal school. Training will consist of academic and practical use of current night vision devices. As a minimum, the course will include: eye physiology, illumination, night vision device components and performance factors, testing procedures, and mission planning factors.

3.11.10. Pyrotechnic Training (Initial) [G182]. Training received by all crew members during initial mission qualification training. Training will cover the type of pyrotechnic carried aboard unit equipped aircraft, loading characteristics per applicable type, and types of pyrotechnics required for given mission types. Crewmembers who require recurring use and access to pyrotechnics will also receive training in aircraft storage, vehicle loading, aircraft loading restrictions, and manual launch procedures. Additionally, in-unit training will be conducted for familiarization of new pyrotechnics received by the unit and for crewmembers who did not attend formal training. Instructors will be thoroughly familiar with AFOSH standards, appropriate technical orders, the formal training syllabus, and applicable 11-series publications. In-unit training will be conducted immediately upon receipt of new pyrotechnics. Flight training may be accomplished after ground training.

3.11.11. Small Arms Qualification [G280/G286]. All crewmembers will establish weapons qualification per AFI 36-2226, *Combat Arms Program*, on each weapon assigned. MH-53 aircrew members are considered to be Group B, per AFI 36-2226, and will complete small arms qualification every 15 months.

3.11.12. Underwater Egress Training/Helicopter Emergency Egress Device (UET/HEED) (Initial, S-V84-A) [SS30]. In accordance with ETCA, training is conducted at various training locations. Required for all AFSOC helicopter crewmembers and personnel receiving hazardous duty incentive pay for flying on USAF helicopters prior to overwater operations described in AFI 11-2MH-53, Vol 3.

3.11.13. Water Survival. Initial ETCA school (SV-86A or SV-90A) [WW01]. Required prior to first operational assignment in accordance with AFI 36-2209.

3.11.14. FE Chip Plug Removal and Replacement [G238] (one time, FEs only).

Section 3E—Flying Training Requirements

3.12. Flying Training Requirements. Mission qualification training must be accomplished per applicable formal school courseware and this instruction.

3.13. Sequence of Training. Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, the unit operations officer may approve changes to the training sequence. There should be minimum time lapse between training missions. Every effort should be made to complete mission qualification training requirements within the prescribed time limits.

3.14. Training During Operational Missions. Crewmember requirements may be completed on training and, with group commander's approval, operational missions, when under the supervision of an instructor in the same crew position.

3.15. Training Concurrency. Mission qualification flying training may be accomplished concurrently with qualification training.

3.16. Initial/One Time Flying Training Requirements. In addition to flying training associated with mission qualification courseware, ensure all applicable instructor-certified and one-time/initial flying training events are completed.

3.16.1. Chemical Defense Task Qualification Training (CDTQT) Procedures (Initial). Crewmembers will perform primary crew duty tasks while wearing the Aircrew Eye and Respiratory Protective System (AERPS). Units training with AERPS will normally fly with only mask, hood, and blower components. AERPS may be worn at night while using NVDs after initial day qualification training has been completed. AERPS may be worn for overwater flight. See paragraph 3.11.1. for more information.

3.16.1.1. Pilots. An instructor or flight examiner qualified pilot, not wearing AERPS components, will occupy the opposite seat during initial aircraft CDTQT and act as the observer.

3.16.1.2. All Other Crewmembers. An instructor or flight examiner in the student's respective crew position, not wearing the AERPS components, will act as the observer for initial CDTQT.

3.16.1.3. AERPS components will be worn for at least 1 hour during the day, followed by 1 hour on NVGs, while accomplishing a tactical training profile. Tactical profiles will include, at a minimum, low-level navigation, tactical approach, and landing for pilots and a representative cross-section of tactical requirements for other crewmembers.

3.16.1.4. Observers must closely monitor crewmember actions during CDTQT. If a crewmember experiences difficulties, such as excessive thermal stress, hyperventilation, headaches, or similar symptoms, and either the observer or crewmember believes it is unsafe to continue, the AERPS equipment will be immediately removed and the aircraft commander notified.

3.16.2. Dissimilar Formation Training (Initial). Pilots will be trained in dissimilar formation procedures and techniques. Training will focus on safe and effective procedures used when flying formation with aircraft of dissimilar characteristics. Stress general flight procedures and formation principles outlined in Air Force 11-series publications. Training should emphasize characteristics, limitations, and capabilities of other aircraft in the formation. Document training on the individual's AF Form 1381.

3.16.3. Low Visibility Approach (LVA) Certification [B121] (one time, pilots only). All pilots will accomplish the approved in-unit low visibility approach certification course prior to accomplishing actual low visibility approaches as the non-flying pilot. Annotate completion on AF Form 1381. This training will be instructed at night by an LVA qualified instructor pilot only. Once certified, a pilot will be permitted to be the non-flying pilot during all low visibility approaches, to include Night Water Operations, as long as an LVA qualified aircraft commander is the flying pilot. LVA qualified IPs and EPs may fly LVAs whether the non-flying pilot is certified or not. FEs and AGs will be Night Water Operations qualified during all low visibility approaches. This training does not qualify a pilot to fly actual or simulated low visibility approaches.

3.16.3.1. Previously qualified (before effective date of this publication) Night Water Operations qualified pilots are exempt from this one-time requirement. Annotate Night Water Operations qualification date for date of Low Visibility Approach Certification on AF Form 1381. Copilots with sufficient dustout experience prior to the date of this instruction, as determined by squadron CC or DO, may be certified without accomplishing training in paragraph 3.16.3.

3.16.3.2. All units have 6 months from the effective date of this publication to complete this training on all pilots that are not covered by paragraph 3.16.3.1. above.

3.16.4. Low Visibility Approach Qualification. [B120] (pilots only, N/A 58 SOW). Pilots must be Mission Aircraft Commander qualified prior to beginning this training. This training encompasses all forms of low visibility approaches, including Night Water Operations, dust-outs, and white-outs.

3.16.4.1. Ground Training. Ground training will be conducted by a Low Visibility Approach qualified instructor pilot per the approved in-unit training syllabus provided on the AFSOC/DOT web site. Ground training will be accomplished prior to flight training.

3.16.4.2. Flight Training. Flight training will be conducted by a current and qualified Low Visibility Approach instructor pilot, per the flying training syllabus provided on the AFSOC/DOT web site. Training will consist of a minimum of two training flights and flight evaluation. Dust-out flights (DO-1 and DO-2) will not be flown prior to night water flights (NW-1 and NW-2). One flight will include live water deployments and water hoist pickups. The live team requirement may be waived by the squadron CC or DO if live teams are not available. Qualification will be annotated on the AF Form 8. All training flights will be night flights.

3.16.4.3. Previously qualified Night Water Operations pilots are considered qualified in all low visibility approaches. Annotate Night Water Operations qualification date as date qualified for Low Visibility Approaches on AF Form 1381.

3.16.5. Functional Check Flight (FCF) Training (One-Time). The unit commander may select pilots and flight engineers to perform FCF duties. Training will include familiarization with appropriate technical orders, instructions, and maintenance manuals. Training will also emphasize proper accomplishment of ground and in-flight maneuvers in accordance with aircraft manuals and MAJCOM approved courseware. Completion of training will be documented on a letter furnished to QA and an entry will be made on the individual's AF Form 1381. Additionally, units will appoint an FCF monitor, appointed by the unit commander, to manage the certification of other crewmembers. This individual will be a rated FCF pilot.

3.16.6. Formation Flight Lead Training (One Time). During mission qualification training, the unit commander may elect to upgrade pilots to wingman qualification only. Subsequent upgrade to flight

lead qualification requires initial flight lead training. Document flight lead training on the appropriate training forms. Flight evaluations will be conducted per AFI 11-2MH-53, Vol 2.

3.16.7. FARP/Hot Refueling. FARP and hot refueling training will be conducted per AFI 11-235 *Forward Area Refueling Point (FARP) Operations*.

3.16.8. IDAS/MATT Certification. For initial IDAS/MATT certification, pilots will demonstrate proficiency in appropriate computer-based mission planning, to include route preparation and threat degradation. Pilots and flight engineers will demonstrate proficiency in performing required IDAS/MATT system functions, to include knowledge of and ability to determine/change EW and MATT settings and manipulation of IDAS/MATT-specific functions of the ENS CDU. Pilots and flight engineers will be able to properly configure, select, and interpret IDAS/MATT displays. Flight engineers will demonstrate proficiency in data load via the appropriate data transfer medium (DTM, floppy disk, DMU). Pilots will demonstrate familiarity with data load and transfer functions of the various transfer mediums. Initial certification flight training will include reception and interpretation of an actual MATT broadcast. Initial IDAS/MATT certification can be accomplished at the formal schoolhouse (58 SOW) utilizing schoolhouse training syllabi and the MH-53M WST. In this case, no formal in-unit ground or flight training is required.

3.16.9. Shipboard Operations (Initial). Initial qualification (reference Jan 02 DLQ MOU):

3.16.9.1. Ground Training. Training will include procedures and terminology associated with shipboard operations as outlined in appropriate technical orders, 58 SOW Computer Aided Instruction (CAI), Naval Air Training and Operating Procedures Standardization (NATOPS) Manuals, and Joint Pub 3-04.1. Joint Shipboard Helicopter Integration Process (JSHIP) courseware will be used as the basis for DLQ ground training. CDs have been distributed to unit training offices and will be used until the JSHIP website, <http://www.jship.jcs.mil> (NIPRNET) or <https://des.navair.smil.mil/jship> (SIPRNET), is operational. FE and AG ground training will include VBSS procedures.

3.16.9.2. Flight training will be conducted by a DLQ-current instructor (cross-service IPs will be from like-MDS; refer to MOU) and, as a minimum, will include (in order):

3.16.9.2.1. Pilots: 5 Day Field Deck Landing Practices (FDLPs) to an appropriate geographic location bearing flight deck markings, 5 NVG FDLPs to an appropriate geographic location bearing flight deck markings, 5 day shipboard landings, and 5 NVG shipboard landings (FDLPs and shipboard landings must be conducted within a 14 consecutive day period). Initial qualification will not be accomplished in a simulator.

3.16.9.2.2. FE and AG: 5 day, then 5 NVG landings on any ship (must be accomplished within 14 days of each other).

3.16.9.3. For training operations with other than USN vessels, units will comply with the owning nation's governing directives. Units must also coordinate with HQ AFSOC/DOT for additional guidance.

3.16.10. Visit, Board, Search, and Seizure (VBSS) (One Time). IAW MAJCOM/Joint directives and supplements. Document training on the individual's AF Form 1381. Pilots must be single spot DLQ certified before accomplishing VBSS certification. Pilots will be VBSS certified before accomplishing any VBSS maneuvers or any Maritime Intercept Operations (MIO). FEs and AGs will receive VBSS training with shipboard operations training.

3.16.11. Night Water Familiarization. Requirements include a demonstration of both coupled and uncoupled night water hoist and a demonstration of a Night Water Operations approach (low and slow). Pilot being trained will safely accomplish a minimum of three night water hoist approaches, one must be coupled. Upon completion of the familiarization and annotation of training in the AF Form 1381 the copilot is qualified to conduct night water hoist (NWH) and cover ship operations with a NWH qualified Mission Pilot (MP). A qualified IP/EP is able to conduct NWH, with or without live teams, whether the non-flying pilot has had this familiarization training or not.

3.16.12. Night Water Operations (FEs and AGs only, Special Mission Qualification).

3.16.12.1. Ground Training. Ground training will be conducted per the locally developed ground training syllabus available on the AFSOC/DOT website.

3.16.12.2. Flight Training. Flight training will be accomplished by a current and qualified instructor per the locally developed flying training syllabus. Training should consist of a minimum of two training flights and a flight evaluation. One flight will include live deployments and hoist pickups. Qualification will be annotated on the AF Form 8.

3.16.13. Cargo Sling (Initial). MH-53 pilots and flight engineers receive initial certification of cargo sling operations at the formal school. Aircrews must preflight cargo sling equipment, be familiar with electrical, manual, and automatic release procedures. Emergency procedures, hook-up, departure, traffic pattern, and load release procedures must be briefed. Flight engineers will preflight the cargo load and be able to understand and predict estimated cargo load flight aerodynamics for stability in flight. For certification, pilots and flight engineers require actual load hook-up and load release.

3.16.14. Day Water Operations (Instructor Certified Event). Accomplish approach, deployment/recovery, and departure procedures. Event will include low and slow deployment (at a maximum of 10 feet and 10 knots) and precision OGE hover for hoist recovery. Complete at least one flight with live swimmer deployments and live hoist pick-up prior to certifying FE and AG. This event is required for all crewmembers not Low Visibility Approach/Night Water Operations qualified.

3.16.15. Visual Threat Recognition and Avoidance Trainer (VTRAT) (Initial). [G270] This training consists of threat recognition and avoidance training using the VTRAT device. Aircrew members attending formal school will receive credit for initial VTRAT at the school. This training provides crewmembers with academic knowledge of threats and performance levels to avoid visual threats required to execute special operations missions in various hostile environments. This training lays the groundwork for future phases of VTRAT in which the crewmember will apply the basic knowledge gained in this training. Refer to AFSOCI 11-207, *AFSOC Tactics Program*. AETC aircrew members will complete this training if the VTRAT course is instructed in the formal school as part of the applicable syllabus of instruction. Aircrew members, who did not receive initial VTRAT training because it was not a part of the applicable syllabus, are exempt from this requirement however; it is strongly recommended that the VTRAT initial be accomplished prior to accomplishing VTRAT refresher.

Chapter 4

CONTINUATION TRAINING

Section 4A—General Requirements

4.1. Requirements. The requirements in this section satisfy minimum flying and related ground requirements established by HQ USAF to maintain currency upon completion of qualification or requalification training. Individual proficiency may require a greater number of events to be completed. Commanders will ensure aircrew members receive sufficient continuation training to maintain individual proficiency. All flying training not supporting Air Force Task Lists (AFTL), USSOCOM core missions, or AFSOC/unit Mission Essential Task Lists (METL) should be questioned and reviewed by the unit commander. Experienced-based training/CC/DO authority

4.1.1. Experienced-based Training Levels (TLs). Before each semiannual period, the squadron commander or designated representative determines the TL of each assigned aircrew member and will ensure that individuals receive training to successfully perform unit missions and maintain individual proficiency. Aircrew members must meet the minimum criteria established in paragraphs 4.1.1.1. and 4.1.1.2. below before being assigned to the respective training level. When these minima are met, awarding a training level is at the sole discretion of the squadron commander or designated representative. Note: the aircrew member's availability to fly will not be a factor in assigning a TL. Training levels will not be changed to a more experienced level during the semi-annual period.

4.1.1.1. Flying Training Levels (FTL). FTLs are based upon minimum primary aircraft assigned (PAA) time and total time.

4.1.1.1.1. FTL "A" – Highly experienced mission ready aircrew members. For pilots, a minimum of 1,200 hours total time and 500 hours PAA time as aircraft commander. For FEs, and AGs, a minimum of 1,200 hours total time and 500 hours PAA time. For DSOs, 500 hours total time and 150 hours PAA.

4.1.1.1.2. FTL "B" – Experienced mission ready aircrew members. For pilots, a minimum of 1,000 hours total time and 300 hours PAA time as aircraft commander. For FEs, and AGs, a minimum of 1,000 hours total time and 300 hours PAA time. For DSOs, 300 hours total time and 75 hours PAA. Basic mission capable crewmembers assigned to this FTL will accomplish 100% of their basic volume and basic/mission frequency requirements (Table 4.6. and Table 4.7.) and 50% of the applicable mission ready volume requirements from Table 4.8.

4.1.1.1.3. FTL "C" – Basic qualification and mission ready aircrew members. (All copilots will be assigned to this FTL). Basic mission capable crewmembers assigned to this FTL will accomplish 100% of their basic volume and basic/mission frequency requirements (Table 4.6. and Table 4.7.) and 50% of the applicable mission ready requirements from Table 4.8. For DSOs, all basic qualification and mission ready DSOs that do not meet the requirements of FTL B.

4.1.1.1.4. Established FTLs do not preclude the squadron commander from scheduling an individual for additional training or assigning an individual to a more restrictive TL.

4.1.1.2. Ground Training Levels (GTL). GTLs are based upon Air Force operational flying experience.

4.1.1.2.1. GTL “1” – Experienced aircrew members; greater than five years of Air Force operational flying.

4.1.1.2.2. GTL “2” – Aircrew members with five years or less of Air Force operational flying.

4.1.1.2.3. Change of GTL. Once the semiannual period begins, personnel should not be moved to a level requiring fewer events.

4.1.1.2.4. Established GTLs do not preclude the squadron commander from scheduling an individual for additional training or assigning an individual to a more restrictive TL.

4.2. Applicability. Unqualified aircrew members do not log continuation training requirements until completion of qualification/requalification. Events completed on a satisfactory qualification, mission qualification, or requalification evaluation may be credited toward currency requirements. For qualifications requiring instructor certification, only those events accomplished after certification may be credited toward currency requirements.

4.3. Use of Aviation Resource Management System (ARMS). All flying units will develop local procedures per AFI 11-401, as supplemented by the appropriate MAJCOM, to ensure aircrew ground and flying training is properly documented and updated. Each unit will provide a printed copy of current ground and flying summaries to each individual prior to PCS. ARMS codes are annotated in this chapter for reference only. See AFSOC Supplement 1 to AFI 11-401, *Aviation Management*, for current codes.

4.4. Prorated Training Requirements. Aircrew members who enter or re-enter continuation training after the start of a training period (semiannual, quarterly, etc.) may accomplish a reduced share of continuation training events. This prorata share is based on the remaining number of full calendar months in the training period following completion of basic qualification, mission qualification, requalification, and special mission qualification evaluations. Events successfully completed on these evaluations may count toward the applicable currency items.

NOTE: Prorated training is not intended for chronic absence from flight duty, e.g. - due to a position requiring frequent nonflying activity. Commanders should consider changing the status of such flyers to BMC, BAQ, or nonflying, if such crewmembers chronically require prorated training to remain current.

4.4.1. Requirements are reduced for aircrew members not available for flying duties (PCS, nonflying TDY, extended DNIF status, emergency leave, etc.) according to the number of consecutive days not available as shown in [Table 4.1](#).

Table 4.1. Proration Table for Months Remaining.

CONSECUTIVE DAYS NOT AVAILABLE DURING TRAINING PERIOD	SEMIANNUAL PERIOD MONTHS REMAINING	QUARTERLY PERIOD MONTHS REMAINING
0-14 Days	6	3
15-45 Days	5	2
46-75 Days	4	1
76-105 Days	3	No Requirement*
106-135 Days	2	N/A
136-165 Days	1	N/A
166 Days to 6 Months	No Requirement*	N/A

* Volume only. Individual still required to accomplish dated frequency currency items.

Table 4.2. Proration Table for Events Required.

MONTHS REMAINING		NUMBER OF EVENTS REQUIRED FOR SEMIANNUAL CURRENCY										
		24	18	16	12	10	8	6	4	3	2	1
		REMAINING REQUIREMENTS FOR SEMIANNUAL/QUARTERLY PERIOD										
S/A	QTR											
6	3	24	18	16	12	10	8	6	4	3	2	1
5	-	20	15	13	10	8	7	5	3	2	2	1
4	2	16	12	11	8	7	5	4	3	2	1	1
3	-	12	9	8	6	5	4	3	2	2	1	1
2	1	8	6	5	4	3	3	2	1	1	1	1
1	-	4	3	3	2	2	1	1	1	1	1	1

4.4.2. Example 1: A pilot is unavailable to fly for 30 days. How many of the 12 semiannual sorties must be flown?

4.4.2.1. Enter **Table 4.1.** at "15-45 days". Move right to find the "Semiannual Period Months Remaining" at "5." Enter **Table 4.2.** under the "Number of Events Required for Semiannual Currency" at "12." Move down to intersect the "5" line under the "Months Remaining" to read "10." This is the number of sorties required for this pilot for the semiannual period.

4.4.3. Example 2: A flight engineer is DNIF for 16 Days, then regains flying status. One week later, the individual attends a course at USAFSOS for 12 days. Two weeks later, the same individual goes on emergency leave for 46 days. How many of the 12 semiannual currency sorties must be flown?

4.4.3.1. Enter **Table 4.1.** at 15-45 days to prorate for the days DNIF. Move to the “Semiannual Period Months Remaining” column to find “5” as the months remaining. Then enter **Table 4.2.** at “5” in the “Months Remaining for Semiannual Period” column at the left. Follow the row across to intersect the column titled “12” under the “Number of Events Required for Semiannual Currency” title. The “Number of Events Required for Semiannual Currency” box at this intersection of this row and column reads “10”. This is the new number of events required.

4.4.3.2. Now enter **Table 4.1.** at 46-75 days to prorate for the emergency leave. Move to the “Semiannual Period Months Remaining” column to find “4” as the months remaining. Then enter **Table 4.2.** at “4” in the “Months Remaining for Semiannual Period” column at the left. Follow the row across to intersect the column titled “10” under the “Number of Events Required for Semiannual Currency” title.

NOTE: Ten is the number of required events due to the proration of the period of DNIF. At the intersection you will find “7” as the new number of events required.

4.4.3.3. The period of 12 days in the USAFSOS course does not count toward proration because it was not at least 15 consecutive days.

NOTE: Had one simply added the two legal periods of non-availability together, the period would have been 62 days. Proration based on 62 days would produce an incorrect requirement of “8.”

Section 4B—Training Prerequisites

4.5. Training Prerequisites. Crewmembers maintaining BAQ status must have completed initial qualification training. Crewmembers maintaining MR or BMC status must have completed core mission qualification training. Unit commanders may add additional training prerequisites to meet specific unit mission requirements.

Section 4C—Ground Training Guidance

4.6. General Information. **Table 4.3.**, **Table 4.4.**, and **Table 4.5.** designate ground-training requirements for all aircrew members. Table notes specify which items are considered either grounding or required for mission ready status. For grounding items, crewmembers will not perform flight duties until the grounding item is satisfied. For mission ready status items, crewmembers will fly on training missions only until these items are satisfied. Unit commanders may add additional training items to meet specific unit requirements.

4.7. Block Training. Block training is the most efficient method of satisfying annual ground training requirements and is the preferred method of accomplishment. Courses should include all recurring ground training required to maintain readiness (except physiological training, physical examinations, and simulator refresher) for aircrew members assigned or attached to active duty units. Group training offices should establish and administer centralized aircrew block training sessions.

4.8. Simulator Refresher Training Requirements. Pilots, flight engineers, and aerial gunners will complete a simulator refresher course, using the MH-53J Weapon System Trainer (WST), MH-53M Operational Flight Trainer (OFT), or the Aerial Gunner Scanner Simulator (AGSS), as appropriate and available. The simulator refresher course will be designed to improve standardization and provide maxi-

imum refresher training. At a minimum, the course will cover MH-53 basic operations, aircraft systems, abnormal conditions, emergency procedures, and those emergencies not safely practiced in the aircraft. In addition, the course of instruction should normally include NVG operations, TF/TA operations, IDAS/MATT procedures, shipboard operations, electronic warfare and threat recognition, high altitude operations, dust-out/white out approaches/landings, and high gross weight operations.

4.9. Simulator Refresher Training Eligibility. Accomplish simulator refresher training based on the date last attended and experience level. Simulator refresher training can be accomplished at any time during the period and extend the due date required.

NOTE: Personnel assigned to overseas units on a short tour will establish due dates on an individual basis, based on the date last attended, not to exceed 18 months.

4.9.1. Exemptions to the Simulator Refresher Course:

4.9.1.1. Simulator refresher training is not required for crewmembers who will not fly beyond 4 months after their established due date.

4.9.1.2. Formal school instructors are exempt from this requirement, provided they have instructed the systems review and EP/tactical portions of the simulator refresher course in the performance of their formal school duties, within the last 17 months.

4.9.1.3. Satisfactorily completing a formal school basic qualification, requalification, or instructor upgrade course including simulator instruction satisfies the annual simulator refresher course requirement. Crewmembers who are initially qualified or requalified in-unit and do not complete a simulator course as part of the training must attend the simulator refresher course within 6 months of qualification completion.

4.9.2. Overdue Currency. Crewmembers overdue simulator refresher training will fly in training status, under the supervision of an appropriate crew position instructor, until the simulator refresher training course is completed.

4.10. Waivers to Simulator Refresher Training. HQ AFSOC/DOT or HQ AETC/DOFS, as appropriate, is the waiver authority for recurring simulator training. Waiver requests will contain reason for not attending within the individual's eligibility period and proposed alternate means of attaining the training objectives, such as academic review, systems refresher, etc. Waivers granted will extend the eligibility period of the individual and allow the individual to continue flying as a primary crewmember up to the date specified in the message granting the waiver.

Section 4D—Ground Training Requirements

4.11. Continuation Training Requirements. Comply with the following guidance for completing continuation ground training requirements. Comply with the frequency of training (upon PCS, 36 month, 24 month, 17 month, 12 month, or 6 month) requirements of [Table 4.3.](#), [Table 4.4.](#), and [Table 4.5.](#) Note that [Table 4.4.](#) and [Table 4.5.](#) are experienced-based. Requirements established on any of the above recurring cycles must be reaccomplished prior to the expiration of the current event. Events are considered current until the end of the month in which they are due.

NOTE: Repercussions for failure to maintain currency in a given event are noted below [Table 4.5.](#)

4.11.1. Aircraft Anti-Hijacking Training [G090] Complete training per AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*.

4.11.2. Aircrew Chemical Defense Training (ACDT) [LL04A]. (N/A for 58 SOW and USAFWS instructors.) AFSOCI 11-301, *Aircrew Life Support Program*, requires initial training within 90 days of arrival to a unit with potential exposure to chemical threats for personnel with no previous ACDT training. Recurring training will be conducted every 17 months thereafter.

4.11.3. Anti-Terrorism/Force Protection Training [G110]. (N/A for 58 SOW and USAFWS instructors.) This training is directed by the Chairman, Joint Chiefs of Staff (CJCS), and will be incorporated as a requirement to AFI 31-210, *The Air Force Antiterrorism (AT) Program*. All DoD personnel will receive predeployment AT/FP training prior to deployment to OCONUS locations. The goal is to standardize training and preparation actions and bring consistency throughout the DoD. There are four levels of training. Level I is awareness training for all personnel; Level II is for the unit AT/FP resource officer (AT/FP RO); Level III is for commanders in the grades of O-5/O-6; and Level IV for O-6 to O-8 wing commanders, Joint Task Forces, etc. All AFSOC personnel subject to deployment must receive Level I training, conducted by AFOSI by way of force protection defensive briefings and/or Level II trained POC, based on Chapter 12, DoD 0-2000.12H. All individuals must receive Level I training within six months prior to deployment. Individuals will also receive JS guide 5260, "Service Member's Personal Protection Guide" and antiterrorism individual protective measures folding wallet card. This is an annual ground training requirement for aircrew members. If individuals deploy outside of the 6-month training window, AFOSI will conduct predeployment processing to ensure all deploying personnel have received Level I training.

4.11.4. Authentication and Operations Codes Systems [G081]. Units required to use authentication systems and/or operations codes will develop appropriate local training programs. One source of information is COMSEC Publication AFKAO-5, *Instructional Guide for Operations Codes*. It is a confidential item available from the local base COMSEC custodian (reference AFRPD 33-2, *Information Protection*). Pilots and flight engineers will maintain proficiency in the use of those operations codes and authentication systems required for their respective theater(s) of operations.

4.11.5. Buffer Zone (BZ) [G075] (N/A for CONUS units, unless deploying to an overseas area). Recurring training is completed per theater directives.

4.11.6. Combat Aircrew Training [G069]. IAW AFSOCI 11-207.

4.11.7. Combat Mission Training [G070]. Refresher training course will be conducted which includes unit mission, area of responsibility, theater specific threat information, command and control structures, general threats and weapons system specific counter measures/evasive maneuvers. Level of knowledge will increase above introductory level to cover understanding and application of principles taught during qualification training. Unit tactics and intelligence personnel should conduct this training. Unit tactics and training personnel will determine other training requirements based on unit- and theater-specific mission requirements and METLs. USAFWS instructors may log this event while teaching USAFWS classes as long as all events below are accomplished. The following areas will be covered:

4.11.7.1. Aircraft-Specific Electronics/Electronic Support/IRCM Equipment. Understand use and limitations of aircraft ECM/ECCM/IRCM equipment.

4.11.7.2. Aircraft-Specific Radar Warning Equipment (RWR). Pilots and flight engineers will complete RWR refresher training. RWR training will be accomplished by reviewing appropriate

volumes of AFTTP 3-3, AFTTP 3-1, Volume 34, *Tactical Employment - MH-53*, 18 FLTS interim and final test reports, and Threat Signal Recognition Training System (TSRTS). Equipment limitations and current software versions will be stressed.

4.11.7.3. Electronic Combat Principles.

4.11.7.4. Electronic Warfare. All aircrew members must understand the procedures for recognizing, countering, and reporting meaconing, interference, jamming, and intrusion (MIJI) per by AFI 10-707, *Spectrum Interference Resolution Program*.

4.11.7.5. Evasive Maneuvering.

4.11.7.6. Mission Planning for Threat Avoidance.

4.11.7.7. Threat Systems. Theater specific threat systems and responses should be covered. Use Aircrew Intelligence Training (AIT) course materials available from unit intelligence offices. For 58 SOW, review threats from all AFSOC theaters of operations.

4.11.7.8. Threat Signal Recognition. Pilots and flight engineers will complete threat signal recognition training as a part of recurring Combat Mission Training. Training consists of reviewing specific threat characteristics, their indications as represented by weapons system-unique threat indicating systems (ALR-69, ALE-162, etc.), countermeasures, and evasive maneuvers. The primary method of accomplishment is completing the Threat Signal Recognition Training System (TSRTS) instructional program. Alternatively, threat signal recognition training may be accomplished on an EW Part Task Trainer, via classroom instruction, CAI, or full mission profile simulator.

4.11.8. Combat Survival Training - High Risk (CST) [SS20A]. (N/A for 58 SOW.) Refresher training will consist of the evasion and survival field training exercise and will encompass the principles, procedures, and techniques required to use standard life support equipment in a survival situation. In the event of inclement weather, lack of suitable/safe training areas, or during contingency operations, CST requirements may be accomplished in a classroom environment.

4.11.9. Crew Resource Management (CRM) Refresher [G230]. CRM refresher training should be tailored to the unit mission and build on the principles of crew coordination, communications skills, decision making, and leadership, learned during initial CRM training courses. Additionally, principles will be considered during upgrade and continuation training flight briefings and debriefings under the crew coordination category. Application of CRM principles pertaining to aircraft accidents should be briefed and discussed during flight safety meetings. Wings or groups are responsible for monitoring their unit-level CRM programs. CRM courses taught as part of a simulator refresher course satisfy this requirement.

4.11.10. Dissimilar Formation Refresher [F103Z]. Once certified in dissimilar formation procedures, pilots will view the dissimilar formation video according to the frequency in [Table 4.4](#).

4.11.11. Egress Training:

4.11.11.1. Egress Training, Non-Ejection [LL03J]. Crewmembers and other personnel receiving incentive pay for flying on MH-53 helicopters will successfully complete refresher ground egress training. This training will include physical hands-on training at the aircraft, to include opening of all escape hatches, doors, and windows, and location and use of crash axes, fire extinguishers, and first aid kits. An aircrew instructor will be present during this training.

4.11.11.2. Underwater Egress Training (UET) and Helicopter Emergency Escape Device (HEED) [SS30A]. All MH-53 aircrew members must successfully complete refresher UET and HEED training. All flight surgeons and other personnel receiving hazardous duty incentive pay for flying on MH-53 helicopters will successfully complete initial UET and HEED training and maintain the same currency in refresher UET and HEED as helicopter crewmembers. Hands-on practical training is considered the only method of accomplishing annual HEED training.

4.11.12. Fire Extinguisher Training [G022]. AFOSH standards require refresher training upon arriving PCS to a flying unit.

4.11.13. Flight Engineer Systems Refresher Training [G223]. Flight engineers will complete a systems refresher training course, according to the frequency in [Table 4.4](#), at a minimum. Preferred method of accomplishment is classroom and hands-on training. When practical, CAI should be used to augment other training media and increase general knowledge of aircraft systems. Units may add selected subsystems or major areas to their systems refresher training program. The following are considered minimum requirements: Engines, Gear Boxes, Drive Train, Oil System, Fuel System, Hydraulic System, Electrical System, Lighting Systems, Instrumentation, Heating/Ventilation Systems, Anti-Icing/De-Icing Systems, Fire Detection/Extinguishing Systems, Flight Controls, AFCS System, Landing Gear, Door/Ramp/Windows, Navigation Equipment, ECM/IRCM/RWR, Specialized Equipment, Flare and Chaff systems. (EXCEPTION: 58 SOW flight engineers are exempt if they teach all required subject areas on an annual basis.)

4.11.14. Flight Physical [ARMS-Resource]. Complete flight physical per AFI 48-123, *Medical Examinations and Standards*.

4.11.15. NBCC (Nuclear, Biological, Chemical, and Conventional Defense/Task Qualification Training (NBCC Defense/TQT) [G010]. (N/A for 58 SOW personnel and USAFWS instructors) All aircrew members will receive GCDE training within 60 days of arrival PCS and every 15 months thereafter. Training will be in accordance with AF requirements and will consist of donning and removing equipment, description of the various types of chemical warfare, and discussion of operations within a chemical environment.

4.11.16. Ground Gunnery Training [G281]. FEs and AGs require refresher ground gunnery training, every 17 months at a minimum. Training will be hands-on and include discussion of weapon system components, preflight, operation, teardown, assembly, and emergency procedures for each weapon system. AG instructors or instructor candidates under the supervision of a qualified instructor should conduct this training.

4.11.17. Identify Friend or Foe/Selective Identification Frequency (IFF/SIF) Procedures [G082] will include IFF/SIF loading and operation to include time changeover procedures and IFF on/off lines. Training will include instruction on the following airspace and associated procedures: Airspace Coordination Areas, Restricted Operating Areas/Zones (ROA/ROZ), High Density Airspace Control Zones (HIDAZC), Base Defense Zones (BDZ), weapons free zones, Air Defense Identification Zones (ADIZ), Minimum Risk Routes (MRR). Training will include the use of safe passage authentication tables. Training should include a discussion on current theater Air Tasking Order (ATO) safe passage procedures for frequently visited theaters.

4.11.18. Instrument Refresher Course (IRC) [G130]. All pilots will complete the IRC per AFI 11-202, Vol 1, as supplemented. Pilots attending qualification, requalification, or upgrade courses where the IRC is required should refer to the guidance contained in paragraph [5.2.1](#), to determine maximum

time span allowed between completion of instrument refresher courses upon graduation from a formal course.

4.11.19. Isolated Personnel Report (ISOPREP) [G120]. (N/A for 58 SOW and USAFWS instructors.) Accomplish a semiannual review per Joint Publication 350.21, *Joint Doctrine for Search and Rescue* (AFI 14-105, *Unit Intelligence Mission And Responsibilities*).

4.11.20. Laser Safety Training. (One Time for Pilots and DSOs, Recurring for FE and AG) [G185]. All aircrew members will receive initial laser safety training per AFOSH guidance. Training consists of a formal safety briefing covering all spectrums of laser energy. This is an instructor-certified event. Pilots and DSOs will receive this training as a one-time event. FE and AGs will receive the initial course and annual refresher. Non-eye safe lasers will only be used by trained crewmembers.

4.11.21. Law of Armed Conflict Training [G100]. AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*, covers requirements for Law of Armed Conflict training. This training is required annually.

4.11.22. Life Support Equipment Training [LL06]. Accomplish refresher training on life support equipment carried onboard unit aircraft per AFSOCI 11-301.

4.11.23. Local Area Survival [LS01]. One-time event required upon arrival PCS conducted prior to the first flight at home-station to familiarize crewmembers with local emergency equipment and rescue procedures in accordance with AFSOCI 11-301.

4.11.24. Marshaling Examination [G002]. Accomplish this examination within 30 days upon arrival PCS to a flying unit per AFI 11-218, *Aircraft Operations and Movement on the Ground*. Crewmembers may complete this training at a formal school enroute to a duty station if, upon arrival, a test covering local airfield parking and taxi restrictions is given.

4.11.25. Night Vision Device (NVD) Refresher Training [VV02]. NVD refresher training will be conducted every 17 months per AFSOCI 11-301.

NOTE: This training is usually conducted in conjunction with Life Support Equipment Training during block training.

4.11.26. Physiological Training [ARMS-Resource]. Requirements of AFI 11-403, *Aerospace Physiological Training Program*, apply. Individuals must attend both the academic and flight (Type 37 Hypobaric Chamber Flight) portions of physiological training every 5 years. (EXCEPTION: Individuals with greater than 20 years of flying service may elect to attend the academic training portion only.)

4.11.27. Pyrotechnic Familiarization Training [G183]. AFI 91-202, *The Air Force Mishap Prevention Program*, outlines the requirement for personnel who come in direct contact with explosives such as pyrotechnics to receive annual training. This training will include a discussion of the unit explosive safety operating instruction and applies to all flight engineers and aerial gunners.

4.11.28. Safe Passage and Minimum Risk [G062] Pilots will be proficient in peacetime and familiar with wartime safe passage and minimum risk procedures as specified by appropriate NORAD or theater directives.

4.11.29. Self-Aid and Buddy Care Training [G941]. Conduct training per AFI 36-2238, *Self-Aid and Buddy Care Training*.

4.11.30. Simulator Refresher Training [G250J]. Comply with requirements of paragraph 4.8.

4.11.31. Small Arms Qualification Training [G280/G286]. Conduct training per AFI 36-2227, Vol II, *Combat Arms Training And Maintenance Rifle, Handgun, Shotgun, Grenade Launcher, M72 Light Antitank Weapon, Submachine Gun, and M249 Squad Automatic Weapon Training Programs*. All mission-qualified crewmembers will maintain weapons qualification per AFI 36-2226, *Combat Arms Program*, on each weapon assigned. Squadron commanders will determine additional proficiency requirements, such as formal off-site weapons training or home station weapons training through use of authorized proficiency munitions. When additional weapons are carried onboard AFSOC aircraft, the unit commander will determine and designate in writing, which crew positions will maintain qualification in those weapons. AFSOC MH-53 crewmembers are considered Group B for small arms training requirements.

4.11.32. Special Operations Planning Exercise (SOPE) [G061]. (N/A for 58 SOW) This training consists of a combat mission planning exercise and verification outbrief. It acquaints and refreshes crews with real world mission planning procedures. If possible, conduct SOPEs as an initial assessment in support of a unit operational or concept plan tasking. Tactics and intelligence personnel should prepare the required items and information to minimize the time required by the crew to accomplish the SOPE, while maximizing the training. Participation in the planning and briefing of an operational, contingency, or exercise mission may be substituted for a SOPE and verification outbrief. Unit commanders will determine which missions qualify for satisfying this requirement. SOPEs are required every 24 months for all crewmembers maintaining MR/CMR status.

4.11.33. Tactical Employment/Threat Open Book Test [G063]. All crewmembers will satisfactorily complete a 50-question open book test derived from appropriate AFTTP 3-3 volumes. Minimum passing score is 85 percent. Group tactics offices will develop and administer the test in accordance with local procedures and HQ AFSOC/DOXT guidance. If a crewmember fails this test, the group tactics officer will forward his name to the appropriate squadron operations officer, who will direct additional training and retesting.

4.11.34. Use of Force Training [G283]. Per AFI 31-207, *Arming and Use of Force by Air Force Personnel*, para 2.10, all armed personnel must meet level of firearms proficiency required by their arming group (group B for AFSOC MH-53 crewmembers). Unit commanders will ensure crewmembers receive "use of force" training before being issued a firearm. Once given, this training is good for 12 months. Unit training offices will document this training in a manner that records the name of the individual trained, the date trained, and the name and rank of the individual responsible for the training. Additionally, this training date will be tracked in ARMS.

4.11.35. Water Survival Continuation Training (WSCT) [SS32A]. Complete training every 3 years, per AFSOCI 11-301.

NOTE: Personnel arriving PCS during a period when water survival training is not available (i.e. winter months), are granted a waiver to this requirements until 60 days following the next scheduled training date. Not required for AETC aircrews.

4.11.36. Cryptologic Skills Proficiency Test (CSPT) [G237] (DSO only). The CSPT is a battery of tests designed to measure DSO technical language proficiency. DSO will complete the CSPT every 12 months to the end of the month. Failure to complete the CSPT results in loss of mission-ready status. Multi-language qualified DSO will be considered mission-ready for only those languages in which the

CSPT has been successfully competed within the last 12 months. CSPT scores will be documented IAW local operating procedures and tracked in ARMS. Refer to 67 IOWI 36-2201.

Table 4.3. Ground Training Requirements for All Training Levels.

GROUND TRAINING REQUIREMENTS						
EVENT REFERENCE (NOTES)	[ARMS ID]	P	FE	AG	DS	FS
ONE TIME/INITIAL REQUIREMENTS:						
1. Combat Mission Training (Initial) AFI 11-2MH-53, Vol 1	[G071]	X	X	X	X	
2. Combat Survival Training (SV-80A) (Initial) ETCA, AFSOCI 11-301	[SS01]	X	X	X	X	
3. Crew Resource Management (Initial) AFI 11-2MH-53, Vol	[G231]	X	X	X	X	X
4. DoD High Risk Training (Level B/C) (One Time) AFI 11-2MH-53, Vol 1 (Note 10)	[SS26/25]	X	X	X	X	
5. Egress with ACDE AFSOCI11-301	[LL05]	X	X	X	X	X
6. Laser Safety Training (Pilot/DSO: One Time, FE/AG: Initial) AFOSH Standard	[G184]	X	X	X	X	
7. Night Vision Device Training (Initial) AFSOCI 11-301	[VV01]	X	X	X	X	
8. VTRAT AFSOCI 11-207	[G270]	X	X	X		
9. Pyrotechnic Training (Initial) AFI 91-202	[G182]	X	X	X	X	
10. UET/HEED (Initial) (S-V84-A) ETCA, AFI 11-301	[SS30]	X	X	X	X	X
11. Water Survival (SV-86A or S-V90A)(One Time) ETCA, AFI 11-301	[SS31 or SS32]	X	X	X	X	
REQUIRED EVERY 60 MONTHS (To the End of the Month)						
12. Physiological Training AFI 11-403 (Notes 1,14)	[ARMS-Resource]	X	X	X	X	X
REQUIRED AFTER ARRIVAL PCS						
13. Fire Extinguisher Training AFOSH Standard (Note 2)	[G022]	X	X	X	X	X
14. Local Area Survival AFI 11-301 (Note 1)	[LS01]	X	X	X	X	X

GROUND TRAINING REQUIREMENTS						
EVENT REFERENCE (NOTES)	[ARMS ID]	P	FE	AG	DS	FS
15. Marshaling Exam AFI 11-218 (Notes 2, 3)	[G002]	X	X	X	X	
16. Unit/Theater Indoctrination AFI 11-2MH-53, Vol 1 (Notes 2, 6)	[G001]	X	X	X	X	X
REQUIRED EVERY 36 MONTHS (To the End of the Month)						
17. Combat Survival Training - High Threat AFSOCI 11-301 (Note 4, 9)	[SS20A]	X	X	X	X	
18. Water Survival Training Refresher AFSOCI 11-301 (Note 1)	[SS32A]	X	X	X	X	X
REQUIRED EVERY 24 MONTHS (To the End of the Month)						
19. Aircraft Anti-Hijacking AFI 13-207	[G090]	X	X	X	X	X
20. Self Aid/Buddy Care AFI 36-2238	[G941]	X	X	X	X	
21. Special Operations Planning Exercise AFI 11-2MH-53, Vol 1 (Note 4)	[G061]	X	X	X	X	
22. ACDT AFSOCI 11-301 (Notes 4, 9)	[LL04]	X	X	X	X	
REQUIRED EVERY 17 MONTHS (To the End of the Month)						
23. Egress Training, Non-Ejection AFI 11-301, AFSOCI 11-301 (Note 1)	[LL03J]	X	X	X	X	X
24. Ground Gunnery Training AFI 11-2MH-53, Vol 1 (Note 4)	[G281]		X	X		
25. Instrument Refresher Course AFI 11-202, Vol 1 (Note 2)	[G130]	X				
26. Life Support Equipment AFSOCI 11-301 (Note 1)	[LL06]	X	X	X	X	X
27. Night Vision Device Refresher Training AFSOCI 11-301 (Note 5)	[VV01]	X	X	X	X	X
28. UET/HEED Refresher AFSOCI 11-301 (Note 1)	[SS30A]	X	X	X	X	X
29. Tactical Employment/threat Open Book Examination AFI 11-2MH-53, Vol 1 (Note 4)	[G063J]	X	X	X	X	

GROUND TRAINING REQUIREMENTS						
EVENT REFERENCE (NOTES)	[ARMS ID]	P	FE	AG	DS	FS
REQUIRED EVERY 15 MONTHS (To the End of the Month)						
30. Small Arms Qualification (M-9/M-16) AFI 36-2226 (Note 4, 8, 9, 11) [M-9: G280A/M-16: G286A]		X	X	X	X	
31. NBCC Defense/TQT AFI 10-2501 (Notes 9, 12)	[G010]	X	X	X	X	X
REQUIRED EVERY 12 MONTHS (To End of Birth Month)						
32. Flight Physical AFI 11-401 (Note 1)	[ARMS-Resource]	X	X	X	X	X
REQUIRED EVERY 12 MONTHS (To the End of the Month)						
33. Antiterrorism/Force Protection Training AFI 11-2MH-53, Vol 1 (Note 13)	[G110]	X	X	X	X	X
34. Laser Safety Training Refresher AFOSH Standard (Note 4)	[G185]		X	X		
35. Law of Armed Conflict AFI 51-401	[G100]	X	X	X	X	X
36. Pyrotechnic Familiarization Training AFI 91-202 (Note 8)	[G183]		X	X		
37. Use of Force Training AFI 31-207 (Note 15)	[G283]	X	X	X	X	X
REQUIRED EVERY 12 MONTHS (To the End of the Month)						
38. Cryptologic Skills Proficiency Test (CSPT) 67 IOWI 36-2201(Note 4)	[G237]				X	
39. Combat Aircrew Training AFSOCI 11-207 (Notes 4, 9)	[G069]	X	X	X	X	X
REQUIRED EVERY 6 MONTHS (To the End of the Month)		P	FE	AG	DS	FS
40. Buffer Zone Procedures as required by operational necessity/AOR specific (Notes 4, 7, 9, 16)	[G075]	X				
41. ISOPREP AFI 14-105 (Notes 4, 9)	[G120]	X	X	X	X	X

Table 4.4. Ground Training Requirements for Each Flying Training Level.

REQUIRED EVERY 17 MONTHS FOR FTL A AND B REQUIRED EVERY 12 MONTHS FOR FTL C (To the End of the Month)	P	FE	AG	DS	FS
1. Combat Mission Training Refresher AFI 11-2MH-53, Vol 1, AFI 10-707 (Note 4,17, 18) [G070]	X	X	X	X	
2. Crew Resource Management Refresher AFI 11-2MH-53, Vol 1 (Note 2, 18) [G230]	X	X	X	X	
3. Dissimilar Formation Refresher AFI- 11-2MH-53, Vol 1 (Note 18) [G103]	X				
4. Flight Engineer System Refresher AFI 11-2MH-53, Vol 1 (Note 18) [G223]		X			
5. Simulator Refresher AFI 11-2MH-53, Vol 1 (Note 2, 18) [G250J]	X	X	X		
6. VTRAT Refresher AFSOCI 11-207 [G271]	X	X	X		

Table 4.5. Ground Training Requirements for Each Ground Training Level.

REQUIRED EVERY 24 MONTHS FOR GTL 1 REQUIRED EVERY 17 MONTHS FOR GTL 2 (To the End of the Month)	P	FE	AG	DS	FS
1. Authentication/Operations Codes AFI 11-2MH-53, Vol 1 (Note 4) [G081]	X	X	X		
2. IFF/SIF Procedures (Note 4) [G082]	X				
3. Safe Passage (Notes 4, 9) [G062]	X				

NOTES:(apply to [Table 4.3.](#), [Table 4.4.](#), and [Table 4.5.](#)) :

1. Grounding Item. Grounded until training completed. For Underwater Egress, Water Survival, and HEED training requirements, individual cannot fly over water outside of autorotational distance to shore until training (initial or continuation) is completed.
2. Training Status Item. Individual will only fly in training status (under supervision of an instructor in their respective crew position) until training is completed.
3. Due upon arrival PCS or every 4 years, whichever occurs first.

4. Mission Ready Event. Individual will not be used on or deploy for operational missions until training is completed. Crewmember can fly training missions, without instructor supervision. Individuals must complete AFOSH Laser Safety Training prior to using non-eye safe lasers.
 5. NVD refresher will be accomplished in recurring block training.
 6. Optional for HQ personnel when conducting inspections and evaluations when accompanied by unit assigned and theater indoctrinated personnel.
 7. N/A for CONUS units.
 8. Small arms training phase periods and currency requirements will be established per AFI 36-2226.
 9. Not required for formal school permanent party aircrew. If formal school personnel are deployed for contingency or exercise augmentation, these events must be completed prior to deployment. This includes 58 SOW permanent party personnel and USAFWS instructors.
 10. N/A for formal school instructor personnel. Level B training should be accomplished as soon as possible upon completion of initial qualification training, but not later than 3 years after formal school graduation date. Contact group SERE instructors for training quotas.
 11. AFSOC aircrews are considered Group B for weapons qualification. If units are authorized to carry additional weapons onboard aircraft, squadron commanders determine what aircrew members will maintain qualification in those weapons.
 12. Required within 90 days of assignment to a mobility position.
 13. Must be completed within 6 months prior to deployment to OCONUS locations.
 14. Individuals with greater than 20 years flying service may elect to attend the academic portion only.
 15. Per AFI 31-207, para 2.10, unit commanders must ensure individuals receive “use of force” training before being issued a firearm. Once given, this training is good for 12 months. Unit training offices will document this training in a manner that records the name of the individual trained, the date of the training, and the name and rank of the individual responsible for giving the training.
 16. For the purpose of buffer zone training, 352 SOG aircrew may be considered USAFE elements.
 17. To credit this event Electronic Warfare Systems Refresher, Radar Warning Receiver training and Threat Signal Recognition training must be accomplished.
 18. Simulator refresher and associated event currency are based on FTL in lieu of GTL.
 19. ARMS codes for reference only. See AFSOC Supplement 1 to AFI 11-401, Aviation Management, for current codes.
- 4.11.37. Visual Threat Recognition and Avoidance Trainer (VTRAT) (Refresher). [G271] This training consists of threat recognition and avoidance training using the VTRAT device. Aircrew members will attend formal school VTRAT refresher to receive credit for VTRAT recurrence requirements. This training provides crewmembers with academic knowledge of threats and performance levels to avoid visual threats required to execute special operations missions in various hostile environments.

This training is dependent on the basic knowledge gained from the Initial VTRAT training and lays the groundwork for future phases of VTRAT in which the crewmember will apply the knowledge gained in this training. Refer to AFSOCI 11-207, *AFSOC Tactics Program*. AETC aircrew members will complete this training if the VTRAT course is instructed in the formal school as part of the applicable syllabus of instruction. Currency for this event is based on FTL.

Section 4E—Flying Training Requirements

4.12. Applicability. MR crewmembers will accomplish all of the applicable core events as required by [Table 4.6](#), [Table 4.7](#), and [Table 4.8](#). BMC crewmembers will accomplish all core frequency requirements of [Table 4.6](#) and [Table 4.7](#), but need only accomplish 50 percent of the applicable core volume requirements of [Table 4.8](#).

4.13. When to Credit Events. Training requirements may be completed on any sortie if the requirements of this instruction are met. Profiles and compatible events may be credited on the same flight.

4.13.1. When more than one event is required, a proportionate share should be completed during the training period rather than finishing the total requirement on one sortie. Commanders must ensure flying training accomplishments are spread as evenly as possible over the training period, to ensure maximum aircrew proficiency.

4.13.2. NVG events may be counted toward other similar day and non-NVD currency events, i.e. NVG sortie credits both night sortie and basic sortie requirements. (EXCEPTION: NVG shipboard operations events do not credit toward day shipboard events per NATOPS directives.)

4.13.3. Logging Flying Currency in Simulators. Pilots may log up to 50 percent of semiannual instrument approach requirements in an appropriate simulator. Pilots and Flight Engineers may log one EP sortie (N/A 58 SOW), one expendable event, and one ground radar event per semiannual period in a simulator. Flight engineers may log one aerial refueling event per semiannual period in a simulator. Aerial gunners may log one Combat Mission Profile (CMP) and one expendable event during simulator refresher training. Pilots and flight engineers may log one PAVE LOW Night Mountain sortie, one PAVE LOW Coupled Approach, one Low Visibility Approach, and one CMP per semiannual period during simulator refresher training. DLQ currency will not be logged in the simulator until validated by HQ AFSOC and approved by the USN.

4.14. Unqualified Crewmembers. Unqualified crewmembers will not log continuation training requirements until completion of qualification/requalification. Events completed on a satisfactory qualification, mission qualification, or requalification evaluation may be credited toward currency requirements.

4.15. Flight Surgeon Continuation Training. All unit-assigned or attached flight surgeons will complete the training requirements of [Table 4.3](#) and maintain flying currency per AFI 11-202, Vol 1. Flight surgeons are required to complete an annual closed book examination covering detailed emergency and life support equipment and procedures for their primary assigned aircraft. Group standardization and evaluation offices are responsible for developing and maintaining these examinations.

4.16. Medical Technician Training. Medical technicians are not designated aircrew per AFI 11-402. However, due to their frequent exposure to the risks associated with military flying, they do have certain recurring requirements. As a minimum, med techs will complete the following currency requirements:

physiological training, ground egress (for any/all airframes they are expected to fly), and life support equipment training. Documentation will be maintained at the squadron to which they are attached for flying.

4.17. Combat Camera Training. Combat camera personnel are designated aircrew. As such, they will complete the following currency requirements: flight physical, physiological training, crew resource management (CRM) training, life support equipment training, fire extinguisher training, unit/theater indoctrination training, water survival (if flight is anticipated beyond autorotational distance from land), anti-hijacking training, ground chemical defense training, force protection training, life support equipment training, isoprep review, small arms (applicable weapon) qualification training, and ground egress training (for any/all airframes they are expected to fly). There is no instructor or examiner designation in this crew position. Unit training will be delivered by IFs, IGs, or IPs, as appropriate. Documentation will be maintained at the squadron to which they are attached for flying.

Section 4F—Basic Aircraft Qualification Event Definitions

4.18. Basic Aircraft Qualification Continuation Training Events. The following are definitions of required flying training events to maintain basic qualification in the aircraft. Refer to [Table 4.6.](#) and [Table 4.7.](#) for specific requirements. If circumstances beyond the control of the aircrew prevent completion of all profile items or events on a single sortie, those items or events not completed may be accomplished on a subsequent sortie and logged for currency.

4.18.1. Sortie [B010J]. For the purposes of continuation training as outlined in this instruction, an individual flying in a primary crew position and meeting the following criteria can log a sortie:

4.18.1.1. Aircraft Commanders, Instructor, or Flight Examiner Pilots. To credit a sortie, the individual must occupy either the left or right seat and complete the following, as appropriate: mission planning, performance data review, crew and passenger briefing, taxi, takeoff, crew coordination, fuel management, approach, and landing.

4.18.1.2. Copilots. To credit a sortie, the copilot must complete the applicable copilot duties for events listed above. In addition, the copilot must control the aircraft during a takeoff, approach, and landing.

4.18.1.3. Other crewmembers may credit a sortie when they perform appropriate inflight duties in their primary crew position and those items applicable from paragraph [4.18.1.1.](#)

4.18.1.4. Pilots require a sortie every 45 days; flight engineers, aerial gunners, and DSOs require a sortie every 45 or 60 days, depending on FTL.

4.18.1.5. Night Sortie [B011R]. To credit a night sortie, crewmembers must complete the requirements for a sortie between end evening civil twilight (EECT) and begin morning civil twilight (BMCT) IAW AFI 11-401.

4.18.2. Instrument Approach [B070J]. Accomplish crew briefing, approach, and landing, climb-out, or missed approach as appropriate, per AFMAN 11-217, Volume 1, *Instrument Flight Procedures*. To log an instrument approach, pilots will brief and fly the approach. 50 percent of semiannual instrument approach requirements may be accomplished in an appropriate simulator. Pilots require an instrument approach (either precision or non-precision) every 45 days.

4.18.3. Holding Patterns [B060]. Holding patterns consist of entry into a holding pattern and at least one complete turn in holding. Pilots must fly the maneuver to credit this event for currency.

4.18.4. Missed Approach [B110]. Accomplish the missed approach procedure or climb-out instructions as given by ATC, per AFMAN 11-217, Vol 1. Pilot must fly the maneuver to credit this event for currency.

4.18.5. Circling Approach [B115]. Accomplish this maneuver per AFMAN 11-217, Vol 1. Pilots must fly the pattern and circling approach maneuver to credit this event.

4.18.6. Supervised Emergency Procedures (EP) Sortie [B200J]. For a pilot or flight engineer to credit a supervised emergency procedures sortie, they must satisfactorily accomplish the following:

4.18.6.1. A review of all boldface procedures.

4.18.6.2. Autorotations (N/A for night EP sorties). Pilots will perform a minimum of one straight ahead and one turning autorotation. Flight engineers will perform primary flight station duties during at least one autorotation.

4.18.6.3. A simulated single engine approach and landing.

4.18.6.4. AFCS off approach and landing.

4.18.6.5. Emergency Procedures Event [B201]. The purpose of this training is to improve crew competence during emergency procedures. The aircraft commander or designated representative will facilitate the discussion. The designated representative should be an instructor in their respective crew position. Conduct training with an entire crew present (or thorough cross section of crewmembers, recommend at least one per crew position) in a classroom or flight environment. All crewmembers will participate by providing inputs/feedback. The discussion should focus on onset indications, boldface items if applicable, and inflight, landing/ditching, ground, and egress procedures. Upon completion of this discussion, crewmembers should more fully understand the nature of the emergency and how the emergency procedure applies to their crew position. Only one emergency procedure is needed. "EP of the Day" program qualifies for this event.

NOTE: Night Emergency Procedures (Pilots Only). At least every other emergency procedure sortie will be logged during the day to maintain proficiency in autorotations.

4.18.7. Transition Sortie [B210J]. To credit this requirement, pilots will accomplish a representative portion of basic transition maneuvers and, at a minimum, satisfactorily perform:

4.18.7.1. A maximum performance takeoff.

4.18.7.2. A marginal power takeoff.

4.18.7.3. A normal approach and landing.

4.18.7.4. A steep approach to a touchdown.

Table 4.6. Semiannual Basic Qualification Volume Flying Training Requirements.

SEMIANNUAL BASIC QUALIFICATION VOLUME FLYING TRAINING REQUIREMENTS													
REQUIREMENT/FTL (NOTES) [ARMS ID]	P			FE			AG			FS	DSO		
	A	B	C	A	B	C	A	B	C		A	B	C
SORTIES (Notes 1,2) [B010J]	16	18	20	10	12	15	10	12	15	6	3	3	3
NIGHT SORTIES (Note 2) [B011R]	2	2	3	1	2	3				1			
EP SORTIES [B200J]	1	2	3	1	2	3							

SEMIANNUAL BASIC QUALIFICATION VOLUME FLYING TRAINING REQUIREMENTS													
REQUIREMENT/FTL (NOTES) [ARMS ID]	P			FE			AG			FS	DSO		
	A	B	C	A	B	C	A	B	C		A	B	C
TRANSITION SORTIES [B210J]	1	2	3										
EP EVENT [B201]	2	3	4										
HOLDING PATTERN [B060]	1	2	2										
PRECISION APPROACH [B080]	6	6	6										
NON-PRECISION APPROACH [B100]	6	6	6										
CIRCLING APPROACH [B115]	1	2	2										
MISSED APPROACH [B110]	2	2	4										

NOTES:

1. DSO instructors and evaluators may credit only 2 sorties while performing instructor or evaluator duties.
2. Flight Surgeons will log 50 percent of flying training volume requirements in primary aircraft.

Section 4G—Mission/Special Mission Continuation Training Requirements.

4.19. General Requirements. If circumstances beyond the control of the aircrew prevent completion of all profile items or events on a single sortie, those items or events not completed may be accomplished on a subsequent sortie.

- 4.19.1. Two or more flying currency requirements may be logged on a single flight by all crewmembers accomplishing the required maneuvers.
- 4.19.2. Pilots must perform the maneuver to log individual currency for that event.
- 4.19.3. Other qualified crewmembers must perform duties associated with their crew position to log currency.

Section 4H—Mission Event Definitions and Accrediting Criteria

4.20. Mission Event Definitions. The following are the definitions and maneuvers required to log currency in mission qualification events. Refer to [Table 4.7.](#) and [Table 4.8.](#) for required frequency, semianual, and quarterly repetitions.

- 4.20.1. Aerial Refueling/NVG Aerial Refueling [AR20/21]. Currency for air refueling consists of a rendezvous, join up, cross over, and review of light signals. Pilots require left and right side contacts to credit aerial refueling. If left hose is unavailable, multiple contacts on the right side will fulfill the requirements of this section. Simulated breakaway procedures are recommended but not required to log currency in this event.
- 4.20.2. Alternate Insertion and Extraction (AIE) Event [IS01J]. Pilots will perform a tactical approach, AIE, and tactical departure to credit an AIE event. FEs and AGs must accomplish all preparation procedures, checklists associated with the AIE, and accomplish the AIE to credit the event. FEs and AGs accomplish each event [IS02J - IS08J] in which qualified (fastrope, rope ladder, rappel, hoist, SPIE/STABO, swimmer deployment, or combat rubber raiding craft/soft duck deployment) per [Table 4.8.](#) Deployment and retrieval of personnel (not AIE equipment) may be simulated for all events except hoist and CRRC/Soft Duck. CRRC/Soft Duck and hoist must be live to be credited.
- 4.20.3. Cargo Sling [CS01J]. To credit this event, aircrews must preflight cargo sling equipment, brief appropriate procedures, accomplish hook-up, departure, traffic pattern procedures, verbal direction, and load release. This event can be accomplished day or night (using NVGs or unaided). Cargo sling currency for pilots and flight engineers requires actual load hook-up and load release.
- 4.20.4. Chemical Defense Task Qualification Training (CDTQT) Procedures (Recurring) [LS17A].
 - 4.20.4.1. The purpose of recurring CDTQT is to reinforce aircrew awareness of the limitations and physiological effects of wearing AERPS. Crewmembers will perform primary crew duty tasks while wearing AERPS equipment. Units training with AERPS will normally fly with only mask, hood, and blower components. AERPS will be worn at night while using NVDs and may be worn while flying overwater.
 - 4.20.4.2. Pilots. During recurring CDTQT, an AERPS-qualified pilot not wearing AERPS components will act as an observer and occupy the opposite seat. With unit commander approval, both pilots may wear AERPS components concurrently, provided both pilots are qualified. The unit commander may delegate approval authority to the operations officer or mission commander.

4.20.4.3. AERPS components will be worn for at least 1 hour while accomplishing a night tactical training profile. Tactical profiles should include, at a minimum, low-level navigation, tactical approach, and landing for pilots and a representative cross-section of tactical requirements for other crewmembers.

4.20.4.4. Each crewmember should closely monitor other crewmembers and their actions during CDTQT. If any crewmember experiences difficulties, such as excessive thermal stress, hyperventilation, headaches, or similar symptoms, and the crewmember or anyone observing that crewmember believes it is unsafe to continue, the AERPS equipment will be immediately removed and the aircraft commander notified.

4.20.5. Combat Mission Profile (CMP) [CT03J]. Complete preparation and execution of an NVG tactical mission. Combat mission profiles will include low-level navigation/terrain masking (30 minutes, as a minimum), and a Time-On-Target (TOT) to a tactical approach to an AIE or airland. Include a realistic threat scenario and at least one threat analysis and response. DSOs will complete preparations for a tactical mission to include mission planning and provide direct threat warning and/or situational awareness inputs to the crew during any portion of the tactical mission.

4.20.6. Day Water Operations [S420J]. Accomplish approach, deployment/recovery, and departure procedures as outlined in AFI 11-2MH-53, Vol 3, *MH-53 Operations Procedures*. Event will include low and slow deployment (at or below 10 feet and 10 knots), and precision OGE hover for a hoist recovery. This event is required for all crewmembers not Low Visibility Approach/Night Water Operations qualified.

4.20.7. Close Air Support [FS08]. Pilots will accomplish the briefing and perform a minimum of one attack of pattern with ground team (may be simulated). FEs and AGs will operate weapons systems and make appropriate advisory calls. May be logged during live or dry fire. Event will only be logged for currency at night. Multi-ship formation defensive suppressive fire preferred but not required to log event.

4.20.8. Expendable Event [EW04]. (N/A for 58 SOW) Accomplish events in conjunction with ground radar events or NVG low-level events to the maximum extent possible. Crewmembers will discuss system programming and program systems. Each expendable event will include, in so far as practical, a minimum of 60 chaff and 120 flare units and include threat calls and appropriate tactical maneuvering.

CAUTION: Ensure chaff and flare dispensing takes place over an authorized area.

4.20.9. IDAS/MATT Profile [IM01]. For IDAS/MATT mission currency, pilots will conduct appropriate computer-based mission planning, to include route preparation and threat degradation. Pilots and flight engineers will perform required IDAS/MATT system functions, to include determining/changing EW and MATT settings and manipulating IDAS-specific functions of the ENS CDU. Pilots and flight engineers will properly configure, select, and interpret IDAS/MATT displays. Flight engineers will load data via the appropriate transfer medium (DTM, floppy disk, DMU). Pilots should be familiar with data load and transfer functions of the various transfer mediums.

4.20.10. Ground Radar Event [EW02]. Conduct a simulated threat engagement by an active ground-based or shipborne SAM/AAA radar, threat simulator, or active radar emission source (received by aircraft RWR equipment). Multiple events per sortie may be credited if engagements are clearly distinct with respect to time and tactical situation. Each event should include, at a minimum, a radar warning indication and threat display, appropriate evasive maneuvering, and counter-measures

deployment (where appropriate). The primary method of accomplishing this event is flight through an EW range. When this is impractical, an alternate method is to brief evasive maneuvers prior to flight and conduct training using any emission source capable of being received by aircraft RWR equipment as the simulated threat (ATC radar, microwave towers, other aircraft radar, etc.). Ensure maneuvering is accomplished in an authorized low-level area. Crews may log this event in the MH-53 simulator.

4.20.11. Gunnery [TG01/02/03/04]. FEs and AGs will preflight an aircraft weapon, load ammunition, and fire the appropriate weapon. Emphasis during live fire is to acquire target, accurately aim weapon, and engage. FEs and AGs will live fire each weapon for which they are qualified semiannually.

4.20.12. Hot Refueling [HR01]. Accomplish per appropriate technical orders. Event includes hook-up and hot refueling supervisor duties for FEs and AGs. Actual fuel transfer should be accomplished, but is not required to log currency.

4.20.13. Low Visibility Approach Operations (Recurring, pilots only) [B122]. To credit this event for currency, aircrews will accomplish a night water approach, low and slow insertion (actual or simulated), and departure *or* one simulated dust-out approach to a landing or simulated heavyweight go-around, using PAVE LOW unique systems at night. Water approach will be accomplished at night, over water. Simulated dust-out approach will be to an unlit, hard-surfaced runway if a landing is to be made. Aircrews will use AFI 11-2MH-53, Vol 3 and other appropriate publication procedures to accomplish this maneuver. Pilots should accomplish this event “goggles up” with the non-flying pilot acting as safety pilot (on NVGs). Over-the-horizon is preferred for water approach if feasible. This event will only credit for currency when accomplished at night.

4.20.14. NVG Formation [F108]. Accomplish per AFI 11-2MH-53, Vol 3 . At least 30 minutes of lead and wing time (combined), along with at least one takeoff and landing in each position, is required. Pilots must control the aircraft during a wing landing and takeoff to credit a formation sortie. Lost visual procedures will be discussed at a minimum and should be accomplished inflight. Performance of join-up procedures is recommended.

4.20.15. NVG Sortie [NV06]. Accomplish night currency sortie requirements while wearing NVGs for a minimum of 1 hour. Pilots will control the aircraft during at least one takeoff, traffic pattern, approach, and landing.

4.20.16. PAVE LOW Coupled Approach [CA01]. Pilots and flight engineers will accomplish this event using the PAVE LOW systems, over land or water. This event will only credit for currency when accomplished at night. Pilots will accomplish objective acquisition, approach, coupled hover, and hover departure. Pilots should accomplish this event “goggles up” with the non-flying pilot acting as safety pilot (on NVGs). FEs will accomplish all checklists associated with the maneuver, objective acquisition, and other duties as outlined in appropriate publications.

4.20.17. PAVE LOW Night Mountain [NM01]. Accomplish all requirements for a tactical mission profile. Additionally, crews will accomplish PAVE LOW unique mission planning, TF/TA/TM operations (30-minute minimum) in terrain where TA radar presentations are present, and perform navigation system updates and unique systems operation. A coupled approach is desired during this training, but is not a requirement to log currency in this event. Pilots should accomplish this event “goggles up” with the non-flying pilot acting as safety pilot (on NVGs). This event will only credit for currency when accomplished at night.

4.20.18. PAVE LOW Night Water Operations (recurring, AGs and FEs only) [WO02] To credit this event for currency, crew members will accomplish duties during approach, low and slow insertion

(actual or simulated), and departure. This event will be accomplished at night, over water. Aircrews will use AFI 11-2MH-53, Vol 3 and technical order publication procedures to accomplish this maneuver.

4.20.19. Shipboard Operations (Recurring) [SO01/02/04]. Pilots must complete 5 day and then 5 NVG landings to a single or multi-spot ship prior to the expiration of their currency. For pilots, single spot day and NVG currency is required each 180 days. Pilot multi-spot day and NVG currency is up to 365 days depending on flying experience level. FEs and AGs require one NVG landing per semiannual period on any ship. After initial certification on a single spot ship, pilots are considered current and qualified on multi-spot ships, but the reverse is not true. When a single spot event is logged, multi-spot currency will also be updated. Do not log the number of shipboard landings, just the overall shipboard operations event, in ARMS. Currency will not be logged in the MH-53 WST/OFT until device is certified by HQ AFSOC/DOT and USN.

4.20.20. If a pilot has not accomplished 5 day and 5 NVG single spot landings within the last year, initial deck landing qualification procedures will be followed.

4.21. Proficiency Profile [B020]. (58 SOW Only).

4.21.1. Designed to permit instructors and flight examiners sufficient time to maintain their own proficiency without instructing students. Pilots may credit a proficiency profile if both pilots are qualified in the MH-53 aircraft and do not instruct students nor perform a functional check flight (FCF) on the sortie. Flight engineers and aerial gunners may credit a proficiency profile provided they do not instruct students nor perform an FCF on the sortie. Currency requirements are two 1.5-hour sorties per semiannual period with a 180-day currency limit (i.e. - on the 181st day without a proficiency profile, the individual goes non-current). If an individual goes non-current for a proficiency profile, the individual is placed in training-status until the individual flies a proficiency profile with an instructor.

Table 4.7. Basic, Mission, Special Mission Qualification Frequency Requirements.

FREQUENCY (CURRENCY) REQUIREMENTS: BASIC, MISSION, SPECIAL MISSION NUMBER/TIME PERIOD (DAYS) BY FTL										
EVENTS (NOTES) [ARMS ID]	PILOT			FE			AG			DSO
	A	B	C	A	B	C	A	B	C	
SORTIE [B010J]	1/45	1/45	1/45	1/60	1/60	1/45	1/60	1/60	1/45	1/60
NVG SORTIE [NV06]	1/60	1/60	1/45	1/60	1/60	1/45	1/60	1/60	1/45	1/60
INSTRUMENT APPROACH [B070J]	1/45	1/45	1/45							
PAVE LOW NIGHT MOUNTAIN [NM01]	1/ 120	1/ 120	1/90	1/ 120	1/ 120	1/90				
SHIPBOARD OPS, MULTIPLE SPOT (Notes 4, 8, 10) [SO02]	1/ 365	1/ 365	1/ 270							
SHIPBOARD OPS, SINGLE SPOT (Notes 4, 8, 10) [SO01]	1/ 180	1/ 180	1/ 180							
CARGO SLING (Note 1) [CS01J]	1/ Bien	1/ Bien	1/Ann	1/ Bien	1/ Bien	1/Ann				
RAPPEL (Note 1) [IS04J]				1/ Bien	1/ Bien	1/ Bien	1/ Bien	1/ Bien	1/ Bien	
HOIST (live) (Notes 1, 2) IS05J]				1/ Ann	1/ Ann	1/ 180				
CRRC/Soft Duck (live) (Notes 1, 2) [IS08]							1/ 365	1/ 365	1/ 180	
SPIE/STABO (Note 1) [IS06J]				1/ Bien	1/ Bien	1/ Bien	1/ Bien	1/ Bien	1/ Bien	
VBSS [SO03]	1/ 180	1/ 180	1/ 180	1/ 365	1/ 365	1/ 365	1/ 365	1/ 365	1/ 365	

Table 4.8. Mission Qualification Semiannual/Quarterly Volume Flying Training Requirements.

MISSION QUALIFICATION (VOLUME) SEMIANNUAL/QUARTERLY FLYING REQUIREMENTS BY FTL						
REQUIREMENT	PILOT		FE		AG	
EVENT NAME (NOTES)	SA	QTR	SA	QTR	SA	QTR
[ARMS ID]	FTL A/B/C	FTL A/B/C	FTL A/B/C	FTL A/B/C	FTL A/B/C	FTL A/B/C
AIR REFUELING [AR20]	2/2/3		1/1/2		1/1/2	
NVG AIR REFUELING [AR21]	1/1/2					
ALTERNATE INSERTION/ EXTRACTION (Note 2) [IS01J]	4/4/6					
FAST ROPE [IS02J]				1/1/2		1/1/2
ROPE LADDER [IS03J]				1/1/2		1/1/2
SWIMMER DEPLOYMENT [IS07J]			1/1/2			
COMBAT MISSION PROFILE (Note 5) [CT03J]	2/4/4		2/2/4		2/2/4	
IDAS/MATT PROFILE (Note 6, 8) [IM01]	2/4/4		2/2/4			
DAY WATER OPERATIONS (Note 3) [S420J]	1/1/1		1/1/2		1/1/2	
CLOSE AIR SUPPORT [FS08]	1/2/3		1/1/2		1/1/2	
EXPENDABLE EVENT (Note 8) [EW04]	1/1/2		1/1/1		1/1/1	
GROUND RADAR EVENT [EW02]	1/1/2		1/1/1			
HOT REFUELING/FARP [HR01]	1/1/1		1/1/1		1/1/1	
NVG FORMATION [F108]	2/3/4		2/2/3		3/3/4	

MISSION QUALIFICATION (VOLUME) SEMIANNUAL/QUARTERLY FLYING REQUIREMENTS BY FTL						
REQUIREMENT	PILOT		FE		AG	
EVENT NAME (NOTES) [ARMS ID]	SA FTL A/B/C	QTR FTL A/B/C	SA FTL A/B/C	QTR FTL A/B/C	SA FTL A/B/C	QTR FTL A/B/C
TACTICAL GUNNERY (Note 11) [TG01]				3/3/4		3/3/4
NVG TACTICAL GUNNERY (Note 11) [TG02]				2/2/3		2/2/3
.50 CALIBER MACHINE GUN (Note 11) [TG04]			1/1/2		1/1/2	
MINI-GUN (Note 11) [TG03]			1/1/2		1/1/2	
PAVE LOW COUPLED APPROACH [CA01]		2/2/3		1/2/3		
CHEMICAL DEFENSE TASK QUALIFICATION TRAINING (AERPs) (Note 8, 9, 10) [LS17A]	1/1/1		1/1/1		1/1/1	
PAVE LOW NIGHT MOUNTAIN [NM01]	2/3/3		1/2/3			
PAVE LOW NIGHT WATER OPERATIONS (Note 8, 10) [WO02]			2/2/2		2/2/2	
LOW VISIBILITY APPROACH (Note 8, 10) [B122]		1/1/1				
SHIPBOARD OPS (Note 4, 8, 10) [SO04]			1/1/1		1/1/1	
PROFICIENCY SORTIE (Note 7) [B020]	2/2/3		2/2/2		2/2/2	

NOTES:(Apply to [Table 4.7.](#) and [Table 4.8.](#))

1. *Bien* = Biennial (every 2 years) and *Ann* = Annual
2. Hoist and CRRC/Soft Duck must be done live to credit currency.

3. Required only if not Low Visibility Approach qualified.
4. See Joint Pub 3-04.1 and current DLQ MOU.
5. DSOs will log six (6) Combat Mission Profiles (FTL C), four (4) Combat Mission Profiles (FTL B), or three (3) Combat Mission Profiles (FTL A) each semiannual period if MH-53 qualified only. Instructors/evaluator DSOs may only credit two (2) Combat Mission Profiles while performing instructor/evaluator duties if MH-53 qualified only. If multiple MDS qualified, all volume requirements will be halved.
6. Dual Crediting of Currency. NVG Sortie credits both night sortie and sortie requirements. Precision approach and non-precision approach credit 45-day instrument approach requirements. IDAS/MATT profiles credit combat mission profiles for appropriately qualified crews. Individual AIE events credit total AIE requirements. NVG Tac Guns updates Tac guns. Single Spot ships updates multi-spot ships.
7. Applies to 58 SOW formal school instructors only.
8. Does not apply to 58 SOW formal school permanent party personnel.
9. For helicopter qualified DSOs who are also AFSOC fixed-wing qualified, they will accomplish CDTQT on MH-53 1/365 days and on a fixed-wing aircraft 1/365 days.
10. Does not apply to USAFWS instructors.
11. All but one quarterly tactical gunnery missions must be flown on NVGs; one may be flown during the day. One gunnery mission may be credited while firing blanks. For units possessing more than one gun system, currency will include live firing each weapon semiannually.

Section 4I—Recurrency and Requalification Training

4.22. Loss of Currency. Aircrew members will receive training under the supervision of an instructor when requirements listed in [Table 4.6](#), [Table 4.7](#), and [Table 4.8](#) are not met.

4.23. Loss of Basic Currency. Basic currency is considered those events required by [Table 4.6](#) and the basic frequency events from [Table 4.7](#) of this instruction. Aircrew members lacking currency in basic qualification or instrument requirements will fly only in a training status and under the supervision of an instructor, until currency is regained. They will not be used on operational missions until regaining currency or qualification per the requirements of the following paragraphs.

NOTE: If a crewmember chronically requires recurrency sorties, the unit commander should consider placing that crewmember in a BMC or BAQ status, as appropriate.

4.23.1. Crewmembers overdue/noncurrent for events up to 6 months will regain currency by demonstrating proficiency in the overdue event to an instructor. Events performed under the supervision of an instructor can be credited toward monthly, quarterly, and semiannual currency requirements.

4.23.2. Crewmembers noncurrent from 6 to 24 months are considered unqualified. Requalification training as directed by the unit commander is required. This training, at a minimum, requires pilots to complete the IRC, written instrument examination, qualification open-book and closed-book examinations, and a requalification flight evaluation. Other crewmembers will complete applicable refresher course, open and closed book examinations, and a requalification flight evaluation. Once

requalified, training currency events may be prorated per this instruction. Previous instructors in a weapon system may requalify directly to instructor status in that weapon system.

4.23.3. Crewmembers noncurrent from 24 to 60 months are unqualified and must requalify per **Chapter 2**. Requalification may be accomplished in-unit, with an approved waiver for formal school attendance. Previous instructors in a weapon system may requalify directly to instructor status in that weapon system, provided their training and evaluations include a review of instructor duties, procedures, and techniques.

4.23.4. Crewmembers noncurrent for more than 60 months require all initial qualification training requirements and prerequisites per **Chapter 2** and ETCA. Previous instructors may not qualify directly to instructor status under this category.

4.24. Loss of Mission/Special Mission Currency. Failure to accomplish mission/special mission currency events, as applicable, within the frequency and volume limits specified in **Table 4.7.** and **Table 4.8.** results in a loss of currency. Loss of currency in a mission item does not affect the individual's basic aircraft qualification. Crewmembers noncurrent in a mission item may perform crew duties and log currency on missions not involving the noncurrent item for up to 6 months.

4.24.1. Crewmembers noncurrent in mission/special mission items up to 6 months require performing those items under the supervision of an instructor, in as many repetitions as necessary to demonstrate proficiency in each delinquent event. Events performed under the supervision of an instructor can be credited toward applicable currency requirements.

4.24.2. Crewmembers noncurrent in any mission event from 6 to 24 months are considered unqualified for all mission events. Mission requalification training as directed by the unit commander is required. A requalification flight evaluation meeting initial mission qualification requirements will be performed. EXCEPTION: AERPs, Day Water Operations, and Hot Refuel/Farp only require recertification, not a flight evaluation, no regain currency. Events accomplished during the requalification flight evaluation are creditable toward continuation requirements. Previously mission qualified instructors may requalify directly to instructor status in those mission areas previously instructor qualified, provided their training and evaluations include a review of instructor duties, procedures, and techniques.

4.24.3. Crewmembers noncurrent from 24 to 60 months are considered unqualified and must requalify by meeting requirements of **Chapter 3**. Requalification may be accomplished in-unit, with an approved waiver for formal school attendance. Use formal school courseware. Previously qualified instructors may requalify directly to instructor status in those areas previously instructor qualified, provided their training and evaluations include a review of instructor duties, procedures, and techniques.

4.24.4. Crewmembers noncurrent in mission items for more than 60 months are considered initial mission qualification candidates. Comply with all initial mission qualification training requirements and prerequisites of **Chapter 3** and ETCA. Previous instructors in this category may not qualify directly to instructor status.

4.24.5. For special mission qualifications, delinquency in any special mission currency requirement does not preclude the crewmember from being mission qualified. Noncurrency in special mission items for more than 6 months renders the individual unqualified for that special mission event. To requalify in that special mission, the individual will complete all initial training and evaluation

requirements for that special mission. For instructor certified events, certification is regained by showing proficiency in that event to an instructor. For shipboard operations recurrency, cross-service IPs will be from like-MDS (refer to MOU). Previously qualified instructors may requalify directly to instructor status in special mission or instructor certified events, if unqualified for a period less than 60 months.

NOTE: Shipboard Operations. Pilots require requalification if currency exceeds 180 days for single spot or up to 365 days for multi-spot operations depending on FTL.. Flight engineers and aerial gunners non-current for up to 2 months may regain currency by flying, under the supervision of an instructor, as many repetitions as necessary to demonstrate proficiency. FEs and AGs non-current over months require initial qualification per the guidance of [Chapter 3](#).

Chapter 5

UPGRADE TRAINING

Section 5A—General

5.1. Scope. This chapter outlines the prerequisites and training requirements for qualified aircrew members upgrading to additional levels of qualification. It contains minimum experience requirements for aircraft commander qualification.

5.1.1. Training Time Limits. Comply with the training time limits as per paragraph 2.3.

5.1.2. Active Duty Service Commitments (ADSC). Comply with the requirements of AFI 36-2107, *Active Duty Service Commitments and Specified Period of Time Contracts*, AFI 11-202, Vol 1, and this instruction.

Section 5B—Aircraft Commander Upgrade

5.2. Aircraft Commander Upgrade. Prerequisite flying time levels for aircraft commander qualification are based on pilots gaining the knowledge and judgment required to effectively accomplish the unit mission. Commanders will ensure continuation training programs emphasize these areas for their pilots. The upgrade program is designed to teach aircraft commander duties and responsibilities, not flying skills. Since the MH-53 formal pilot qualification course teaches to aircraft commander standards, once pilots reach specified flying time prerequisites, units may upgrade pilots to aircraft commander using locally developed courseware. Submit locally developed courseware to HQ AFSOC/DOT for approval prior to implementation.

5.2.1. Ground Training Requirements and Written Examinations. Open and closed book qualification written examinations must be completed before the end of qualification flying training. Prepare written examinations locally, taking questions from appropriate aircraft manuals or technical orders. Group standardization and evaluation qualification open and closed book examinations meet this requirement. The minimum passing score is 85 percent. When completed, an instructor will grade the exam and correct it to 100 percent. Additionally, all pilots will satisfactorily complete aircraft specific portions of the annual IRC. Students, who have not completed an instrument examination within the 6-month period prior to projected course completion, must complete the IRC and annual instrument examination. Written examinations taken during an in-unit upgrade program can be credited toward annual requirements, if students are in phase or meet the AFI 11-2MH-53, Vol 2 out-of-phase requirements. All requisites must satisfy AFI 11-202, Vol 2 requirements as well.

5.2.2. Flying Time Requirements. Pilots upgrading to aircraft commander must meet the prerequisites of this instruction, as well as the flying time requirements listed below.

Table 5.1. Aircraft Commander Upgrade Flying Time Requirements.

		BASIC QUALIFICATION	MISSION QUALIFICATION A	MISSION QUALIFICATION B
MH-53	TOTAL TIME	400	550	1000
	PAA TIME	150	350	150

NOTES:

1. Total time requirements must be achieved prior to certification as an aircraft commander. PAA time does not include “other” or “student” time. For upgrade purposes, TH-53A time counts toward PAA time.
2. Mission Qualification A: Applies to mission copilots (MC) not previously helicopter qualified on initial upgrade to mission aircraft commander.
3. Mission Qualification B: Applies to previously helicopter-qualified mission copilots (MC) upgrading to mission aircraft commander.

Section 5C—Instructor Upgrade

5.3. Aircrew Instructor Program. A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft mishap prevention. The aircrew instructor program includes individuals required to perform duties as an instructor for any crew position. Individuals designated for instructor duty will be trained to instruct all levels of their qualification.

5.4. Instructor Qualifications. Unit commanders will personally review each candidate's qualifications for the following minimum prerequisites:

- 5.4.1. Instructional Ability. All prospective instructors must qualify under the principles of instruction as outlined in AFMAN 36-2236, *Guidebook for Air Force Instructors*.
- 5.4.2. Judgment. The candidate must possess judgment necessary to meet unexpected or induced emergencies and the ability to exercise sound judgment through mature realization of their own, their students' and the aircraft's limitations.
- 5.4.3. Personal Qualities. The candidate must have patience, tact, understanding, and a desire to instruct others. Instructors must have a personality that inspires and wins the respect of each student.
- 5.4.4. Technical Knowledge. The candidate must be thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures and, for pilots and engineers, the prohibited maneuvers and aircraft performance limitations under all conditions of flight. Additionally, all instructors will be thoroughly familiar with the applicable portions of AFI 36-2236, *Guidebook for Air Force Instructors*, AFI 11-202, Vol 2, *Aircrew Standardization and Evaluation Program*, AFI 11-202, Vol 3, *General Flight Rules*, as supplemented, and this instruction.
- 5.4.5. Flying Proficiency. Individuals selected must be current, qualified and proficient in specific design aircraft.

5.4.6. **Flying Experience.** Candidates must possess a reasonable background of flying experience to have developed a desired standard of knowledge, judgment, and proficiency. Normally, these qualities progress together. However, flying hours alone cannot be accepted as criteria for any one or all of the qualities required.

5.5. Flying Hour Requirements. Instructor pilot candidates must have 100 hours PAA time after upgrade to aircraft commander, of which 50 hours must be primary time in the primary unit aircraft. Instructor candidates must be aircraft commander qualified in the mission, event, and maneuver before instructor upgrade in the same mission, event, and maneuver. Other instructor aircrew member candidates require a minimum of 1 year flight experience in assigned aircraft or 300 hours helicopter time. Instructor candidates must be qualified in the mission, event, and maneuver before instructor upgrade in the same mission, event, and maneuver. Instructor Direct Support Operations will have at least 300 total flying hours and at least 100 hours as a DSO.

5.6. Instructor Responsibilities. Instructors will be thoroughly familiar with all courseware and contents of applicable attachments to this instruction for qualification, upgrade, and specialized training they are required to administer.

5.6.1. Instructors will review student training records, to include records of counseling and other evaluations or progress indicators, prior to performing each flight or training session.

5.6.2. Instructors are responsible for a thorough preflight briefing and post-flight critique.

5.6.3. Instructors must ensure all required upgrade training items are completed and signed off and that the required level of proficiency has been demonstrated before recommending the student for an evaluation or certifying the student in a maneuver or procedure.

5.6.4. **Instructor Pilots.** Instructor pilots are responsible at all times for the conduct of the flight and safety of the crew and aircraft. If at any time during the flight the judgment or proficiency of the student at the controls raises a question in the instructor's mind as to the student's ability to safely complete a prescribed maneuver, the instructor will immediately take over control of the aircraft. The instructor should then explain and demonstrate proper methods of conducting the maneuver prior to the student resuming control of the aircraft. All instructors will place special emphasis on the procedures for positive identification of hazardous or emergency conditions and proper corrective action.

5.6.5. **Instructor Aircrew Members.** Each instructor aircrew member is responsible for the safe execution of the duties of their respective crew position. If, at any time during the flight, the judgment or proficiency of the student raises a question in the instructor's mind as to the student's ability to safely complete his duties, the instructor will immediately take over those duties. The instructor will then explain and demonstrate the proper method of executing those duties.

5.7. Instructor Deficiencies. Instructors who demonstrate deficiencies in their ability to instruct may be used in their primary crew position, provided the deficiency does not involve primary crew duties. Commanders will take the necessary action to either retrain or remove those individuals from instructor status per Air Force and MAJCOM directives.

5.8. Instructor Training Requirements. Obtain upgrade through formal school or conduct in-unit instructor training per formal school instructor courseware. In-unit instructor upgrade requires a HQ AFSOC/DOT SMT waiver. If formal school attendance is impractical or quotas are not available, units

may request waivers to conduct secondary method in-unit instructor qualification training using formal school courseware. Any aircrew member who has previously unsuccessfully completed the formal course for substandard performance will not be issued a secondary method training waiver.

5.8.1. First-time instructors are required to attend the formal school Flight Instructor Preparatory Course (FIPC) or its equivalent prior to or during upgrade. The secondary method of in-unit training using AITC courseware requires a HQ AFSOC/DOT waiver (N/A for DSO). Prior flight instructors who have completed an equivalent course do not need to attend.

5.8.2. Previous instructors may requalify directly to instructor status, provided the requirements of [Chapter 4](#) (Loss of Currency/Qualification) are met.

5.8.3. Initial instructor CRM training will be included in both formal school and in-unit upgrade programs. Units may develop course material locally for in-unit upgrades. Instructor must be highly proficient in all CRM skills and experts in the recognition, observation, and reinforcement of these skills in the mission environment.

Section 5D—Flight Examiner Upgrade

5.9. Flight Examiner Requirements. Flight examiners are selected from the best qualified and most competent instructors. Before being certified as flight examiner, candidates must demonstrate satisfactory knowledge of command training and evaluation procedures and appropriate forms completion. Flight examiner upgrades and certification will be accomplished per AFI 11-202, Vol 2, as supplemented. Flight examiners are only qualified to evaluate missions, events, and maneuvers in which they were previously instructor qualified. If an instructor is qualified in additional events after initial MDS flight examiner upgrade, they are automatically qualified to evaluate those additional events.

Section 5E—Forms

5.10. Forms Adopted.

5.10.1. **AF Form 1256**, Certificate of Training; **AF Form 847**, Recommendation for Change of Publication; **AF Form 623**, Individual Training Record; **AF Form 63**, Active Duty Service Commitment (ADSC) Acknowledgement Statement; **AF Form 8**, Certificate of Air Crew Training

5.11. Forms Prescribed.

5.11.1. **AF Form 1381**, USAF Certification of Air Crew Training; **AF Form 4109**, Special Operations Aircrew Training Record; **AF Form 4110**, Comments-Special Operations Training; **AF Form 4111**, Special Operations Training Record.

Chapter 6

TRAINING RECORD PROCEDURES

6.1. General. The AF Form 4109, Special Operations Aircrew Training Record, includes the AF Form 4110, and the applicable AF Form 4111, for the type training and aircrew position. Comply with the following instructions for management of the AF Form 4109 training record. Formal schools training AFSOC aircrews will use their command's equivalent guidance.

6.2. Initiating an AF Form 4109 Folder. Initiate an AF Form 4109 folder for any aircrew member beginning: an ETCA formal school course (either by primary or secondary method) when formal school courseware and applicable training documentation forms are unavailable; upgrade training; requalification training (either by primary or secondary method); corrective action required as a result of an evaluation other than end-of-course evaluations. (This requirement may be waived by the unit operations officer if corrective action is limited and would not warrant the initiation of a training folder). The flight examiner who evaluated the crewmember will enter comments pertinent to the training deficiency on the AF Form 4110.

6.3. AF Form 4109, Special Operations Aircrew Training Record Maintenance. "Active" AF Form 4109 folders will be maintained in a location readily accessible to instructors and trainers, supervisory personnel, and the individual aircrew member in training.

6.4. AF Form 4109, Aircrew Training Record Disposition. Units will retain AF Form 4109s for 1 year after completion of training. File and dispose of AF Form 4109 folders per AFMAN 37-139, *Records Disposition Schedule*, Table 36-44, Rule 6.

6.5. Transfer of "Open" Folders. Aircrew who PCS will hand-carry open AF Form 4109 training folders to their gaining unit.

6.6. Instructions for Documenting Aircrew Training, AF Form 4109. Comply with the following instructions when documenting aircrew member training in the AF Form 4109, Special Operations Aircrew Training Record.

6.6.1. AF Form 4109, Ground Training Summary (Inside Left). Chronological record of ground training events.

6.6.1.1. Ground Training Summary. Record non-flying training events. Entries are required for Part Task Trainer (PTT), Simulator Training (SIM), and Ground Training (GT). Entries are not required for formal academic (classroom) instruction conducted per formal school courseware.

6.6.1.2. Date. Self-explanatory.

6.6.1.3. Training Period. Enter sequential training period designators; i.e. PTT-1, CPT-3, etc.

6.6.1.4. Status. Enter incomplete (I) and the reason, i.e. - MX, PRO, OTH (for maintenance, student proficiency, or other reasons) when an additional training period, over those remaining, will be required to accomplish the lost training events originally scheduled for that training period (I-PRO). Enter "C" if training is completed.

6.6.1.5. Instructor/Trainer (Qual). Enter name of the instructor and aircrew qualification; i.e. IP, EF, MP, etc.

6.6.1.6. Training Time. Self-explanatory. Do not include time normally associated with prebriefing and debriefing PTT/CPT/SIM training missions.

6.6.1.7. Written Evaluations. Record data on written evaluations required by the training program. Do not record AFI 11-202, Vol 2 required written evaluations unless also required by the training program.

6.6.1.8. Date. Enter date that the written evaluation was completed.

6.6.1.9. Type. Enter AFI 11-202, Vol 2 description or other appropriate identifier.

6.6.1.10. Grade. Make entry per AFI 11-202, Vol 2.

6.6.2. AF Form 4109 Flying Training Summary (Inside Right). Chronological record of flying training events.

6.6.2.1. Flight Training Summary. Record flight training events, both on training sorties and operational missions. All events scheduled will be logged even if canceled by external factors (WX, MX).

6.6.2.2. Date. Self-explanatory. On operational missions, enter inclusive dates.

6.6.2.3. Training Period. Enter chronologically numbered training periods; i.e. P-1, T-1, T-2, etc.

6.6.2.4. Status. Enter incomplete (I) and the reasons, WX, MX, Pro, OTH (for weather, maintenance, student proficiency, or other reasons) when an additional training flight, over those remaining, will be required to accomplish the lost training events originally scheduled for that period (I-WX); otherwise, enter the grade.

6.6.2.5. Instructor/Trainer (Qual). Enter the name of the instructor and aircrew qualification; i.e. IP, EF, etc.

6.6.2.6. Mission Time. Enter the primary flight time of the training or operational mission in the bottom half of the block.

6.6.2.7. Cumulative Time. Formal school use only.

6.6.2.8. Performance Evaluation Summary. Record data on required evaluations (CPT, SIM, flight) including final evaluation and reevaluation (if applicable).

6.6.2.9. Date Recommended. Enter date recommended for a performance evaluation .

6.6.2.10. Type Evaluation. Enter AFI 11-202, Vol 2 evaluation description or other identifier.

6.6.2.11. Instructor/Trainer (Qual). Enter name of instructor or trainer and aircrew qualification.

6.6.2.12. Operations Review. Indicate, with the initials of the reviewer, that a records review has been accomplished following recommendation for an evaluation.

NOTE: The resource managers or their designated representatives accomplish the reviews during formal training courses. Unit commanders or operations officers are required to accomplish the reviews prior to flight evaluations.

6.6.2.13. Date Eval. Enter date evaluation was completed.

6.6.2.14. Evaluator. Self-explanatory.

6.6.2.15. Grade. Make entry per AFI 11-2MH-53, Vol 2.

6.6.2.16. Student Information. Provides student and course information.

6.6.2.17. Name and Grade. Self-explanatory.

6.6.2.18. Aircrew Position. For aircrew members in an upgrade program, enter the aircrew position to which they are upgrading.

6.6.2.19. Unit of Assignment. Self-explanatory.

6.6.2.20. Type of Training. Enter formal course title or for special mission qualification, enter type. For other types of training, enter a descriptive identifier.

6.6.2.21. Course Number. Leave blank.

6.6.2.22. Class Number. Leave blank.

6.6.3. AF Form 4109 Grading Standards/Definitions (back cover). This section explains grading standards and training codes.

6.6.3.1. Grading Standards/Definitions. This section defines grading standards (RPLs) and provides code identifiers for use on the AF Form 4111.

6.6.3.2. Training Period Designators. Use these codes to describe training periods: T-Transition, I-Instrument, M-Mission, EV-Evaluation, N-Night, or as dictated by SOI. Formal training schools may use more descriptive designators, if required.

6.6.3.3. Remarks. Indicate why an individual enrolled in a training program has not flown or has not been actively participating in the program (DNIF, TDY, etc.). Use sufficient detail to document the reason(s) and time frame. Other remarks may be made as appropriate.

6.7. Instructions for Documenting Aircrew Training, AF Form 4110. This form provides for narrative descriptions of training events and the means for documenting operations review of training progress. Maintain on the left side of the AF Form 4109 folder.

6.7.1. Name. Self-explanatory.

6.7.2. Date. Self-explanatory.

6.7.3. Training Period. Enter the appropriate training period designator, numbered sequentially.

6.7.4. Mission Profile/Comments/Recommendations. Describe the mission scenario to accurately document each event; i.e. AR, NVG, type/number of approaches, etc. Local overprints are authorized. Comments should elaborate on student strengths and weaknesses, identify problem areas, record unusual circumstances and indicate student progress. A comment will be entered whenever the achieved performance level is below the printed RPL. Enter the recommendation for progression on a proficiency basis, if appropriate. Recommendations should include tasks requiring further training and the type training required. The trainer will sign at the end of comments.

6.7.5. Operations Review. The unit training office or resource managers will conduct a monthly review of active status AF Form 4109 folders. The commander or operations officer will review active status AF Form 4109 folders at least once each calendar quarter. The monthly review is not required during the month in which the quarterly review is accomplished. For formal training courses, an oper-

ations review will be made by the functional manager or their designated representative prior to the final flight evaluation. Reviews will be documented on the AF Form 4110. The reviewer will insert "monthly review" or "quarterly review," as applicable, in the Training Period block. Comments concerning the student's progress, status, and/or recommendations will be written in the Missions Profile/Comments/Recommendations Block. Following applicable comments, the reviewer will sign and indicate his/her position; i.e. - Operations Officer, Training Officer, etc.

6.7.6. Student Review. Student will initial on the last line of each training period's comments prior to the next training period, indicating awareness of training status.

6.8. Instructions for Documenting Aircrew Training, AF Form 4111. This form provides for the overprint of task listings, scheduled training, and required end-of-course proficiency levels for each ground/flight training task. They will be used to record student proficiency levels on each training mission. Maintain on the right side of the AF Form 4109 folder.

6.8.1. Name. Self-explanatory.

6.8.2. Aircraft/Aircrew Position. Self-explanatory.

6.8.3. Course/Phase of Training. Enter ETCA formal course identifier, i.e. H53FEIQ. For special mission qualification enter type; i.e. NVG. Also identify method of training; i.e. Simulator Training, Ground Training, Flying Training, etc.

6.8.4. Programmed Training Profile. Provides the programmed training sequence to include CFP, CTD, GT, PTT, CPT, and flying sorties. Identify the type training mission and number, i.e. - GT-5. For ETCA courses, this section will reflect the course summary document. When additional columns are required, enter the next number in the first unnumbered column and grade the applicable tasks. If a flight is being reflown for an incomplete lesson, indicate the same lesson number in the first unnumbered column.

6.8.5. Actual Training Profile. Use of this section is optional.

6.8.6. Task Listing. Reflects the tasks and sub-tasks in the training program requiring specific student performance and/or knowledge proficiency standards. Formal schools will develop these listings from the respective task and objectives documents and master task listing.

6.8.7. Minimum Events. Use of this section is optional.

6.8.8. Performance/Knowledge Grade. A performance grade or knowledge grade will be indicated by a diagonal slash (/) through the number or letter by each task or sub-task demonstrated by the student. If the level is different than listed, overprint the block with the achieved level. If the task was accomplished and there is no grade indicated, write the grade in the block. Use task performance and knowledge codes listed on the AF Form 4109 folder. If an instructor demonstrates the task, place an I (Introduction) in the block. Non-instructor qualified trainers, i.e. aircraft commanders for copilots, will not enter performance or knowledge grades. Instead, they will use the "X" code described on the AF Form 4109 folder and make comments on the AF Form 4110. Students will not normally be evaluated until performance/knowledge levels are sustained at course standards.

6.8.9. Required Proficiency Levels. These columns indicate the end of phase/course performance and knowledge proficiency standards required for each task and subtask. These will reflect the appropriate master task listing standards.

6.8.10. Lesson Grade. Instructors or evaluators will compute an overall grade as follows:

6.8.11. Unsatisfactory (U). If a student's achieved performance level falls below the listed performance level on the same task (maneuver) for two consecutive instructional flights, the overall grade will be unsatisfactory. Or, if a student's achieved performance level falls below listed RPL on any task, and lessons remaining do not permit achievement of the desired RPL prior to the check ride, the overall grade will be unsatisfactory (U). If the student's achieved performance level falls below the listed RPL on any check ride job element, the overall grade will be unsatisfactory (EXCEPTION: As specified in paragraph 6.8.12., below). An instructor may award an overall grade of (U) on any instructional flight if deemed appropriate based on student performance.

6.8.12. Training Required (T). On instructional flights, the student may fall below the listed RPL and receive an overall grade of Training Required, providing the same tasks were not graded below standard the last time the tasks were graded and additional instructional flights that include the job element remain in the course plan prior to a check ride. On phase checks, if the student falls below any task RPL and, in the opinion of the flight examiner, the student can progress satisfactorily to the next training phase with remedial instruction on subsequent flights, the overall grade of (T) may be awarded.

NOTE: The unit commander or the operations officer will be advised of all "T" and "U" grades. They will review these carefully and identify students who need special assistance or additional training and will determine whether a student receiving an unsatisfactory grade will be scheduled for additional academic or simulator training before another instructional ride.

6.8.13. Satisfactory (S). If the student's achieved performance level meets or exceeds the listed RPL for all tasks, the overall grade will be satisfactory.

6.8.14. Exceptional (E). If the student's achieved performance level meets or exceeds all required performance levels and in the judgment of the instructor the student performed in an exceptional manner, the overall grade will be exceptional.

6.8.15. Incomplete (I). The overall grade of (I) will be given under one of the following conditions:

(1) All required training job elements were graded and the student has not previously attained the RPL of the missed job elements, and the RPL changes to a higher level on the next training period or the event is the last training period in a block; or

(2) The student was graded "I" on the previous training period and the missed job element(s) could not be accomplished during the current training period.

6.8.16. Proficiency. Students may be advanced on a proficiency basis upon recommendation of the instructor and with concurrence of the operations officer. Instructions: Make appropriate recommendations on the student's AF Form 4110 and have the concurring official sign and date the form. The instructor will line through the lesson on AF Form 4111 and insure scheduling is notified that the proficiency lesson need not be scheduled.

RONALD E. KEYS, Lt General, USAF
DCS/Air & Space Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION****References**

AFH 36-2218, Volume 1, *Self Aid And Buddy Care - Instructor Handbook*

AFH 36-2218, Volume 2, *Self Aid And Buddy Care-Student Handbook*

AFI 10-707, *Spectrum Interference Resolution Program*

AFI 10-2501, *Full Spectrum Threat Response Planning and Operations*

AFI 11-2MH-53, Volume 2, *MH-53 Aircrew Evaluation Criteria*

AFI 11-2MH-53, Volume 3, *MH-53 Operations Procedures*

AFI 11-202, Volume 1, *Aircrew Training*

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*

AFI 11-202, Volume 3, *General Flight Rules*

AFI 11-217, Volume 1, *Instrument Flight Procedures*

AFI 11-217, Volume 2, *Instrument Flight Procedures*

AFI 11-218, *Aircraft Operation and Movement on the Ground*

AFI 11-301, *Aircrew Life Support (ALS) Program*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFI 11-401, *Aviation Management*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*

AFI 14-105, *Unit Intelligence Mission And Responsibilities*

AFI 36-2107, *Active Duty Service Commitments (ADSC)*

AFI 36-2201, *Developing, Managing, And Conducting Training*

AFI 36-2218, *Self-Aid and Buddy Care*

AFI 36-2226, *Combat Arms Program*

AFI 36-2238, *Self-Aid and Buddy Care Training*

AFI 48-123, *Medical Examination and Standards*

AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*

AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Protection and Health Program*

AFI 91-302, *Air Force Occupational and Environmental Safety, Fire Protection and Health Standards*

AFMAN 36-2236, *Guidebook for Air Force Instructors*

AFMAN 37-139, *Records Disposition Schedule*

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 11-4, *Aviation Service*

AFPD 33-2, *Information Protection*

AFSOCI 11-207, *AFSOC Tactics Program*

AFSOCI 11-301, *AFSOC Life Support Program*

AFSOGR 55-12, *FARRP/Hot Refueling*

AFTTP 3-1, Volume 34, *Tactical Employment - MH-53*

ETCA, *Education Training Course Announcement*

Joint Publication 1-02, *Department of Defense Dictionary of Military and Associated Terms*

Joint Pub 3-04.1, *Joint Tactics, Techniques, and Procedures for Helicopter Operations*

Joint Pub 350.21, *Joint Doctrine for Search and Rescue*

Memorandum of Understanding, *CNO/USSOCOM Joint Helicopter Operations Aboard U.S. Navy Ships*

PACAFI 13-201, *Prevention of Inadvertent Overflight of Non-friendly Borders*

US Army Field Manual 25-100, *METL Development*

US Army Field Manual 25-101, *Battle Focused Training*

| Abbreviations and Acronyms

AC—Aircraft Commander

ADSC—Active Duty Service Commitment

AERPS—Aircrew Eye and Respiratory Protection System

ARMS—Aviation Resource Management System

AFOSH—Air Force Office of Safety and Health

AFSC—United States Air Force Specialty Code

AFSOF—Air Force Special Operations Forces

AFTL—Air Force Task Listing

AG—Aerial Gunner

AIE—Alternate Insertion/Extraction

ANVIS—Aviator Night Vision Imaging System

AR—Aerial Refueling (Air Refueling)

BAQ—Basic Aircraft Qualification

BMCT—Begin Morning Civil Twilight

BMC—Basic Mission Capable

BZ—Buffer Zone

CAT—Combat Aircrew Training
CBO—Chemical Biological Oxygen
CD—Chemical Defense
CDTQT—Chemical Defense Task Qualification Training
CD-ROM—Compact Disc – Read Only Memory
CFT—Cockpit Familiarization Trainer
CMT—Combat Mission Training
COMSEC—Communications Security
CP—Copilot
CRM—Crew Resource Management
CSAR—Combat Search and Rescue
CSD—Course Summary Document
CSR—Combat Survival Refresher
DSO—Direct Support Operator
DZ —Drop Zone
EECT —End Evening Civil Twilight
EF—Evaluator Flight Engineer
EMT—Emergency Medical Technician
EP—Evaluator Pilot
EW—Electronic Warfare
FARP—Forward Arming and Refueling Point
FC—Basic Qualification Copilot
FE—Flight Engineer
FEF—Flight Evaluation Folder
FF—Basic Qualification Flight Engineer
FIP—Flight Instructor Preparatory Course
FP—Basic Qualification Pilot
FRF—Flight Record Folder
FS—Flight Surgeon
GCWD—Ground Chemical Warfare Defense
GT—Ground Training
HEED—Helicopter Emergency Egress Device

IAW—In Accordance With
IF—Instructor Flight Engineer
IG—Instructor Gunner
IP—Instructor Pilot
IPC—Instructor Preparatory Course
IR—Infrared
LVA—Low Visibility Approach
MAJCOM—Major Command
MC—Mission Qualified Copilot
MDS—Mission Design Series
METL—Mission Essential Task Listing
MF—Mission Qualification Flight Engineer
MOST—Mission Oriented Simulator Training
MP—Mission Qualification Pilot
MPF—Military Personnel Flight
MR—Mission Ready
MT—Medical Technician
MTL—Mission Tasking Letter (Joint Publication 1-02); [Master Task Listing] {USAF}
NVG—Night Vision Goggles
OFT—Operational Flight Trainer
OI—Operating Instruction
P—Pilot
PAA—Primary Aircraft Authorization
PACAF—Pacific Air Forces
PFT—Programmed Flying Training
PMAI—Primary Mission Aircraft Inventory
PTAI—Primary Training Aircraft Inventory
PTT—Part Task Trainer
RCC—Rescue Coordination Center
RPI—Rated Position Indicator
RPL—Required Proficiency Level
RWR—Radar Warning Receiver

SA—Semiannual

SFT—Special Function Trainer (Computer-based training devices)

SIM—Simulator

SME—Special Mission Event (Subject Matter Expert)

SOPE—Special Operations Planning Exercise

SPIE—Special Patrol Insertion Extraction

TA—Terrain Avoidance

TF—Terrain Following

TM—Terrain Masking

TOD—Task and Objective Document

UET—Underwater Egress Training

UMD—Unit Manning Document

UPT/H—Undergraduate Pilot Training/Helicopter

USAFE—United States Air Forces in Europe

VBSS—Visit, Board, Search, and Seizure

VTRAT—Visual Threat Recognition and Avoidance Trainer

WPT—Weapons Procedures Trainer

WST—Weapons System Trainer

WX—Weather

Terms

Aerial Refueling (AR) —For the purposes of this instruction, airborne fuel off-load, either simulated or actual, from an MC-130E, HC/MC-130P, or KC-130 tanker aircraft to a helicopter.

Basic Aircraft Qualification —An aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to perform basic aircrew duties in unit aircraft. As defined, this aircrew member maintains all basic qualification currency.

Basic Mission Capable —An aircrew member, who has satisfactorily completed mission qualification training, does not maintain mission ready/combat mission ready status, but maintains familiarization in the command or unit operational mission. As defined, this aircrew member maintains 100 percent of all basic qualification currency events, but only 50 percent of mission qualification events. BMC aircrew will be capable of achieving MR/CMR by beginning to maintain 100 percent of mission qualification currency. Unit commanders may dictate additional training as required.

Core Mission Qualification Training—Mission training required to be mission ready or mission capable by AFSOC standards.

Currency—For the purposes of this instruction, currency will refer to frequency volume as used by ARMS. This is used for events that are required with a specified number of days instead of a monthly, quarterly, or semiannual period.

Deck Landing Qualifications—Landings performed on board ships for the purpose of qualifying pilots and aircrew members for shipboard operations.

Deck landing Qualification Instructor Pilot (IP), Unit Trainer (UT), or Pilot-in-Command (PC)—

Joint terminology referring to MP, IP, or EP qualified and current in deck landings and designated in writing by the unit commander for such purposes.

Dissimilar Formation—A formation of helicopters consisting of different MDS aircraft, e.g. H-53 and H-60. Formations of different model or series aircraft are not considered dissimilar for the purposes of this instruction, e.g. TH-53A and MH-53.

Direct Support Operator (DSO)—An AFSOC aircrew position responsible for providing threat warning and enhanced situational awareness to SOF missions utilizing intelligence data and expertise in the area of operations.

Eligibility Period —The 6-month period prior to the due date of an evaluation or required event.

Event—A training item to be accomplished. Multiple events may be completed and logged during a single sortie.

Expendables—The firing of flares or chaff from aircraft while in flight.

Field Deck Landing—Practice shipboard landings performed at a shore facility with markings representative of a shipboard landing facility.

Formal School Courseware—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, instructor guides, and applicable training records forms related to the specific course.

Forward Arming Refueling Point (FARP) —Refueling and rearming normally conducted at night in an austere environment with engines running. Refueling can be accomplished from a variety of fuel sources: MC-130, pre-positioned fuel stores, another helicopter, fuel truck, etc.

Hot Refueling—Fuel onload from any fuel source with one or more aircraft engines operating. FARP operations are considered hot refueling.

Instructor Certified Event Training—Training given to an aircrew member to certify the student's attainment of the required proficiency and knowledge levels as specified in training course syllabi. This training must be accomplished prior to performing unsupervised crew duties in that event. An evaluation is not normally given for this certification. Instructor certified events will be documented on the AF Form 1381.

Mission Design Series (MDS)—The official designation for aerospace vehicles used to represent a specific category of aerospace vehicles for operations, support, and documentation purposes.

Mission Essential Task Listing (METL)—A complete list of mission essential tasks (MET) for any organization

Mission Experience—For the purposes of this regulation, "experience" is defined as being mission ready for one year in an AFSOC tactical qualified unit.

Mission Profile—A mission designed to penetrate and operate within a combat or threat environment. The specific profile will be predicated on the type and level of threat.

Mission Qualified —An aircrew member who has successfully completed mission qualification training and flight evaluation.

Mission Ready—An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit operational mission. As defined, this aircrew member is maintaining all of the applicable mission qualification currency requirements of this instruction.

Multi-Spot Ship—Those certified ships having two or more adjacent landing areas (IAW JSHIP MOU).

Primary Aircraft Authorization (PAA)—Aircraft authorized to a unit for performance of its operational mission. The primary authorization forms the basis for the allocation of operating resources to include manpower, support equipment, and flying hour funding (Joint Publication 1-02). This term also implies, for the purposes of this instruction, to the particular MDS aircraft assigned to an individual's flying unit. PAA time refers to hours flown in unit assigned MDS aircraft (e.g. MH-53). PAA hours are used to establish minimum flying hour requirements for upgrade to aircraft commander, instructor, and flight examiner. For upgrade, PAA time includes all categories of flight time logged with the exception of “other” and “student” time.

Proficiency Profile (Formal School Only)—(P/FE/AG) Designed to permit formal school instructors and flight examiners sufficient time to maintain their own proficiency without instructing students. Pilots may credit a proficiency profile if both pilots are qualified in the appropriate aircraft. Flight engineers may credit a proficiency profile provided they are not instructing students.

Required Proficiency Level (RPL)—The level at which a student must perform at a particular phase of training. Use grading standards and definitions per [Attachment 3](#) and AF Form 4111.

Single-Spot Ship—Those certified ships having one landing area (IAW JSHIP MOU).

Special Mission Qualification Training—Training given in a specific mission area/task that requires a flight evaluation in that mission area or task. This training is not required to be mission ready/combat mission ready or basic mission capable.

Total Flying Time—Total time for all aircraft flown in military service to include student time. Total Flying Time accumulated for upgrade purposes must be in the aircrew member's current crew position. (i.e. pilot, flight engineer, aerial gunner).

Training Status—A status in which all of a crewmember's flying training is done under the supervision of an instructor in the crewmember's respective crew position.

Visit, Board, Search, and Seizure (VBSS)—This event is an instructor certified event accomplished by conducting AIE activities to any area of a surface vessel, other than the flight deck. Refer to appropriate JSOC SOP for further details.

Volume—For purposes of this instruction, volume will be command volume as used by ARMS. This is a numeric requirement for each event as specified in this instruction. It is broken down into time periods: monthly, quarterly, and semiannual requirements.

Attachment 2

CREW/EVENT LISTS

Table A2.1. MH-53 Crew/Event List.

MH-53 CREW/EVENT LIST				
EVENT	CREW POSITION	MISSION READY EVENT	SPECIAL MISSION EVENT	INSTRUCTOR CERTIFIED EVENT
1. AERIAL REFUELING/NVG AR	PILOT	X		
	FLT ENGINEER	X		
	AERIAL GUNNER	X		
2. ALTERNATE INSERTION/ EXTRACTION	PILOT	X		
	FLT ENGINEER	X		
	AERIAL GUNNER	X		
3. CARGO SLING	PILOT			X
	FLT ENGINEER			X
	AERIAL GUNNER			
4. CDTQT (AERPS)	PILOT	X		X
	FLT ENGINEER	X		X
	AERIAL GUNNER	X		X
	DSO	X		X

MH-53 CREW/EVENT LIST				
EVENT	CREW POSITION	MISSION READY EVENT	SPECIAL MISSION EVENT	INSTRUCTOR CERTIFIED EVENT
5. COMBAT MISSION PROFILE	PILOT	X		
	FLT ENGINEER	X		
	AERIAL GUNNER	X		
	DSO	X		
6. DAY WATER OPERATIONS	PILOT	X		X
	FLT ENGINEER	X		X
	AERIAL GUNNER	X		X
7. CLOSE AIR SUPPORT	PILOT			X
	FLT ENGINEER			X
	AERIAL GUNNER			X

EVENT	CREW POSITION	MISSION READY EVENT	SPECIAL MISSION EVENT	INSTRUCTOR CERTIFIED EVENT
8. DISSIMILAR FORMATION	PILOT	X		X
	FLT ENGINEER			
	AERIAL GUNNER			

EVENT	CREW POSITION	MISSION READY EVENT	SPECIAL MISSION EVENT	INSTRUCTOR CERTIFIED EVENT
9. FUNCTIONAL CHECK FLIGHT	PILOT			X
	FLT ENGINEER			X
	AERIAL GUNNER			
10. GUNNERY	PILOT			
	FLT ENGINEER	X		
	AERIAL GUNNER	X		
11. HOT REFUELING/FARP	PILOT	X		X
	FLT ENGINEER	X		X
	AERIAL GUNNER	X		X
12. IDAS/MATT (Note 1)	PILOT			X
	FLT ENGINEER			X
	AERIAL GUNNER			
13. LOW VISABILITY APPROACH CERTIFICATION	PILOT			X
	FLT ENGINEER			
	AERIAL GUNNER			
14. LOW VISIBILITY APPROACH QUALIFICATION	PILOT		X	
	FLT ENGINEER			
	AERIAL GUNNER			

EVENT	CREW POSITION	MISSION READY EVENT	SPECIAL MISSION EVENT	INSTRUCTOR CERTIFIED EVENT
15. NIGHT EMERGENCY PROCEDURES (Note 2)	PILOT			X
	FLT ENGINEER			
	AERIAL GUNNER			
16. NIGHT WATER FAM	PILOT			X
	FLT ENGINEER			
	AERIAL GUNNER			
17. NVG FORMATION	PILOT	X		
	FLT ENGINEER	X		
	AERIAL GUNNER	X		

MH-53 CREW/EVENT LIST				
EVENT	CREW POSITION	MISSION READY EVENT	SPECIAL MISSION EVENT	INSTRUCTOR CERTIFIED EVENT
18. PAVE LOW COUPLED APPROACH	PILOT	X		
	FLT ENGINEER	X		
	AERIAL GUNNER			
19. PAVE LOW NIGHT MOUNTAIN	PILOT	X		
	FLT ENGINEER	X		
	AERIAL GUNNER			

MH-53 CREW/EVENT LIST				
EVENT	CREW POSITION	MISSION READY EVENT	SPECIAL MISSION EVENT	INSTRUCTOR CERTIFIED EVENT
20. PAVE LOW NIGHT WATER OPERATIONS	PILOT			
	FLT ENGINEER		X	
	AERIAL GUNNER		X	
21. RAPPEL	PILOT			
	FLT ENGINEER		X	X
	AERIAL GUNNER			X
22. SPIE	PILOT			X
	FLT ENGINEER			X
	AERIAL GUNNER			
23. SHIPBOARD OPERATIONS	PILOT			X
	FLT ENGINEER			X
	AERIAL GUNNER			X
24. VISIT BOARD SEARCH AND SEIZURE (VBSS)	PILOT			X
	FLT ENGINEER			X
	AERIAL GUNNER			

NOTES:

1. Applies to those units operating IDAS/MATT capable aircraft. Pilots and flight engineers will qualify per the formal school courseware and syllabus.

2. Instructor specifically selected to conduct supervised emergency procedure training after official sunset and before official sunrise.

Attachment 3

COMBAT MISSION GROUND TRAINING REQUIREMENTS

Table A3.1. Combat Mission Training - Mission Qualification.

COMBAT MISSION TRAINING PROFICIENCY MATRIX – BASIC MISSION QUALIFICATION				
Required Topics	P	FE	AG	DSO
Command and Control structure Joint Special Operations Task Force (JSOTF) Air Force Special Operations Base (AFSOB) Theater Air Control System (TACS) AOC, SOLE, JSOAC Joint Forces Air Component Commander (JFACC) Army Air-Ground System (AAGS)	C	B	B	B
ATO/ITO/ACO	C	B	B	B
Employment concepts and orders of battle (OB): Air Forces Ground Forces Naval Forces Integrated Air Defense System (IADS) EW	C	B	B	B
Manuals and Publications MCM 3-1 and AFSOCMAN 11-1 Joint Publication 3-05 and 3-05.1 AFDD 2-7	C	C	A	A
Support Airborne Warning and Control System (AWACS) RC-135 roles and capabilities EC-130E/H roles and capabilities	C	B	A	A

COMBAT MISSION TRAINING PROFICIENCY MATRIX – BASIC MISSION QUALIFICATION				
Interactive Defensive Avionics Systems (IDAS)/Multi-Mode Advanced Tactical Terminal (MATT) Joint Surveillance Target Attack Radar System (JSTARS) Joint tactical support requests Suppression of Enemy Air Defenses (SEAD) Escort Reconnaissance Combat Search and Rescue (CSAR)/Personnel recovery				

Table A3.1. Continued.

Required Topics	P	FE	AG	DSO
Weather. Meteorological and climatic factors	C	A	A	A
Intelligence Importance of understanding enemy political beliefs, employment doctrine, and motivation Threats and target information for planned route of flight Escape and evasion plan	C	B	B	B
Safe passage, Authentication and Operations Codes	C	B	A	A
Operational Security (OPSEC)/Communications Security (COMSEC)	C	B	C	C
Countering Threats: enemy/friendly weapons, emphasizing those to which SOF would realistically be exposed Employment doctrine Guidance systems Capabilities Planning considerations	C	B	A	A

Required Topics	P	FE	AG	DSO
Electronic indications (if applicable) Visual recognition Defensive maneuvers Defensive countermeasures				
Route selection and navigation: Chart interpretation/preparation/radar shadowing Threat avoidance/degradation/terrain masking Turn point selection Day/night/weather considerations Time on target (TOT) control (timing legs, extensions, orbits, etc.)	C	B	A	A
Low level considerations: Task and crew management Psychological and physiological factors	C	C	A	A
Operation and employment of applicable defensive equipment: Infrared (IR) countermeasures and flares Electronic attack (EA) Radar warning receivers (RWR) Emissions control (EMCON) Aircraft structural and configuration limitations	C	C	A	A
Briefings: pre-mission planning, operations, and crew	C	C	C	C
Automated mission planning and rehearsal systems	C	C	C	
In-flight reports: operations, mission, intelligence	C			
Judge Advocate (Law of Armed Conflict)	C	C	C	C

Table A3.1. Combat Mission Training- Continued

Accreditation. Completion of initial CMT is documented in ARMS				
A – INTRODUCTION TO FACTS/NOMENCLATURE. B – FAMILIARIZATION WITH PRINCIPLES AND PROCEDURES. C - CAN EXPLAIN RELATIONSHIP OF BASIC FACTS AND STATE GENERAL PRINCIPLES ABOUT THE SUBJECT. D- COMPREHENSION OF ANALYSIS/OPERATING PRINCIPLES. CAN ANALYZE FACTS AND PRINCIPLES AND DRAW CONCLUSIONS ABOUT THE SUBJECT.				

Attachment 4**IC 03-1 TO AFI 11-2MH-53 V1, MH-53 AIRCREW TRAINING****1 OCTOBER 2003****SUMMARY OF REVISIONS**

Incorporates recent changes to AFI 36-2226, *Combat Arms Program*, AFI 10-2501, *Full Spectrum Threat Response Planning and Operations*, Visual Threat Recognition and Avoidance Trainer (VTRAT), and repair of minor administrative errors. Changed, revised, or added material is indicated by a H

3.11.11. Small Arms Qualification [G280/G286]. All crewmembers will establish weapons qualification per AFI 36-2226, *Combat Arms Program*, on each weapon assigned. MH-53 aircrew members are considered to be Group B, per AFI 36-2226, and will complete small arms qualification every 15 months.

3.16.3. Low Visibility Approach (LVA) Certification [B121] (one time, pilots only). All pilots will accomplish the approved in-unit low visibility approach certification course prior to accomplishing actual low visibility approaches as the non-flying pilot. Annotate completion on AF Form 1381. This training will be instructed at night by an LVA qualified instructor pilot only. Once certified, a pilot will be permitted to be the non-flying pilot during all low visibility approaches, to include Night Water Operations, as long as an LVA qualified aircraft commander is the flying pilot. LVA qualified IPs and EPs may fly LVAs whether the non-flying pilot is certified or not. FEs and AGs will be Night Water Operations qualified during all low visibility approaches. This training does not qualify a pilot to fly actual or simulated low visibility approaches.

3.16.3.1. Previously qualified (before effective date of this publication) Night Water Operations qualified pilots are exempt from this one-time requirement. Annotate Night Water Operations qualification date for date of Low Visibility Approach Certification on AF Form 1381. Copilots with sufficient dustout experience prior to the date of this instruction, as determined by squadron CC or DO, may be certified without accomplishing training in paragraph [3.16.3](#).

3.16.4. Low Visibility Approach Qualification. [B120] (pilots only, N/A 58 SOW). Pilots must be Mission Aircraft Commander qualified prior to beginning this training. This training encompasses all forms of low visibility approaches, including Night Water Operations, dust-outs, and white-outs.

3.16.4.2. Flight Training. Flight training will be conducted by a current and qualified Low Visibility Approach instructor pilot, per the flying training syllabus provided on the AFSOC/DOT web site. Training will consist of a minimum of two training flights and flight evaluation. Dust-out flights (DO-1 and

DO-2) will not be flown prior to night water flights (NW-1 and NW-2). One flight will include live water deployments and water hoist pickups. The live team requirement may be waived by the squadron CC or DO if live teams are not available. Qualification will be annotated on the AF Form 8. All training flights will be night flights.

3.16.4.3. Previously qualified Night Water Operations pilots are considered qualified in all low visibility approaches. Annotate Night Water Operations qualification date as date qualified for Low Visibility Approaches on AF Form 1381.

3.16.15 Visual Threat Recognition and Avoidance Trainer (VTRAT) (Initial). [G270] This training consists of threat recognition and avoidance training using the VTRAT device. Aircrew members attending formal school will receive credit for initial VTRAT at the school. This training provides crewmembers with academic knowledge of threats and performance levels to avoid visual threats required to execute special operations missions in various hostile environments. This training lays the groundwork for future phases of VTRAT in which the crewmember will apply the basic knowledge gained in this training. Refer to AFSOCI 11-207, *AFSOC Tactics Program*. AETC aircrew members will complete this training if the VTRAT course is instructed in the formal school as part of the applicable syllabus of instruction. Aircrew members, who did not receive initial VTRAT training because it was not a part of the applicable syllabus, are exempt from this requirement however; it is strongly recommended that the VTRAT initial be accomplished prior to accomplishing VTRAT refresher.

4.3. Use of Aviation Resource Management System (ARMS). All flying units will develop local procedures per AFI 11-401, as supplemented by the appropriate MAJCOM, to ensure aircrew ground and flying training is properly documented and updated. Each unit will provide a printed copy of current ground and flying summaries to each individual prior to PCS. ARMS codes are annotated in this chapter for reference only. See AFSOC Supplement 1 to AFI 11-401, *Aviation Management*, for current codes.

4.11.15. NBCC (Nuclear, Biological, Chemical, and Conventional Defense/Task Qualification Training (NBCC Defense/TQT) [G010]. (N/A for 58 SOW personnel and USAFWS instructors) All aircrew members will receive GCDE training within 60 days of arrival PCS and every 15 months thereafter. Training will be in accordance with AF requirements and will consist of donning and removing equipment, description of the various types of chemical warfare, and discussion of operations within a chemical environment.

4.11.37 Visual Threat Recognition and Avoidance Trainer (VTRAT) (Refresher). [G271] This training consists of threat recognition and avoidance training using the VTRAT device. Aircrew members will attend formal school VTRAT refresher to receive credit for VTRAT recurrence requirements. This training provides crewmembers with academic knowledge of threats and performance levels to avoid visual threats required to execute special operations missions in various hostile environments. This training is dependent on the basic knowledge gained from the Initial VTRAT training and lays the groundwork for future phases of VTRAT in which the crewmember will apply the knowledge gained in this training. Refer to AFSOCI 11-207, *AFSOC Tactics Program*. AETC aircrew members will complete this training

if the VTRAT course is instructed in the formal school as part of the applicable syllabus of instruction. Currency for this event is based on FTL.

Table 4.3. Ground Training Requirements for All Training Levels.

GROUND TRAINING REQUIREMENTS						
EVENT REFERENCE (NOTES)	[ARMS ID]	P	FE	AG	DS	FS
ONE TIME/INITIAL REQUIREMENTS:						
1. Combat Mission Training (Initial) AFI 11-2MH-53, Vol 1	[G071]	X	X	X	X	
2. Combat Survival Training (SV-80A) (Initial) ETCA, AFSOCI 11-301	[SS01]	X	X	X	X	
3. Crew Resource Management (Initial) AFI 11-2MH-53, Vol	[G231]	X	X	X	X	X
4. DoD High Risk Training (Level B/C) (One Time) AFI 11-2MH-53, Vol 1 (Note 10)	[SS26/25]	X	X	X	X	
5. Egress with ACDE AFSOCI11-301	[LL05]	X	X	X	X	X
6. Laser Safety Training (Pilot/DSO: One Time, FE/AG: Initial) AFOSH Standard	[G184]	X	X	X	X	
7. Night Vision Device Training (Initial) AFSOCI 11-301	[VV01]	X	X	X	X	
8. VTRAT AFSOCI 11-207	[G270]	X	X	X		
9. Pyrotechnic Training (Initial) AFI 91-202	[G182]	X	X	X	X	
10. UET/HEED (Initial) (S-V84-A) ETCA, AFI 11-301	[SS30]	X	X	X	X	X
11. Water Survival (SV-86A or S-V90A)(One Time) ETCA, AFI 11-301	[SS31 or SS32]	X	X	X	X	
REQUIRED EVERY 60 MONTHS (To the End of the Month)						
12. Physiological Training AFI 11-403 (Notes 1,14)	[ARMS-Resource]	X	X	X	X	X
REQUIRED AFTER ARRIVAL PCS						
13. Fire Extinguisher Training AFOSH Standard (Note 2)	[G022]	X	X	X	X	X
14. Local Area Survival AFI 11-301 (Note 1)	[LS01]	X	X	X	X	X

15. Marshaling Exam AFI 11-218 (Notes 2, 3) [G002]	X	X	X	X	
16. Unit/Theater Indoctrination AFI 11-2MH-53, Vol 1 (Notes 2, 6) [G001]	X	X	X	X	X
REQUIRED EVERY 36 MONTHS (To the End of the Month)					
17. Combat Survival Training - High Threat AFSOCI 11-301 (Note 4, 9) [SS20A]	X	X	X	X	
18. Water Survival Training Refresher AFSOCI 11-301 (Note 1) [SS32A]	X	X	X	X	X
REQUIRED EVERY 24 MONTHS (To the End of the Month)					
19. Aircraft Anti-Hijacking AFI 13-207 [G090]	X	X	X	X	X
20. Self Aid/Buddy Care AFI 36-2238 [G941]	X	X	X	X	
21. Special Operations Planning Exercise AFI 11-2MH-53, Vol 1 (Note 4) [G061]	X	X	X	X	
22. ACDT AFSOCI 11-301 (Notes 4, 9) [LL04]	X	X	X	X	
REQUIRED EVERY 17 MONTHS (To the End of the Month)					
23. Egress Training, Non-Ejection AFI 11-301, AFSOCI 11-301 (Note 1) [LL03J]	X	X	X	X	X
24. Ground Gunnery Training AFI 11-2MH-53, Vol 1 (Note 4) [G281]		X	X		
25. Instrument Refresher Course AFI 11-202, Vol 1 (Note 2) [G130]	X				
26. Life Support Equipment AFSOCI 11-301 (Note 1) [LL06]	X	X	X	X	X
27. Night Vision Device Refresher Training AFSOCI 11-301 (Note 5) [VV01]	X	X	X	X	X
28. UET/HEED Refresher AFSOCI 11-301 (Note 1) [SS30A]	X	X	X	X	X
29. Tactical Employment/threat Open Book Examination AFI 11-2MH-53, Vol 1 (Note 4) [G063J]	X	X	X	X	
REQUIRED EVERY 15 MONTHS (To the End of the Month)					
30. Small Arms Qualification (M-9/M-16) AFI 36-2226 (Note 4, 8, 9, 11) [M-9: G280A/M-16: G286A]	X	X	X	X	

31. NBCC Defense/TQT AFI 10-2501 (Notes 9, 12) [G010]	X	X	X	X	X
REQUIRED EVERY 12 MONTHS (To End of Birth Month)					
32. Flight Physical AFI 11-401 (Note 1) [ARMS-Resource]	X	X	X	X	X
REQUIRED EVERY 12 MONTHS (To the End of the Month)					
33. Antiterrorism/Force Protection Training AFI 11-2MH-53, Vol 1 (Note 13) [G110]	X	X	X	X	X
34. Laser Safety Training Refresher AFOSH Standard (Note 4) [G185]		X	X		
35. Law of Armed Conflict AFI 51-401 [G100]	X	X	X	X	X
36. Pyrotechnic Familiarization Training AFI 91-202 (Note 8) [G183]		X	X		
37. Use of Force Training AFI 31-207 (Note 15) [G283]	X	X	X	X	X
REQUIRED EVERY 12 MONTHS (To the End of the Month)					
38. Cryptologic Skills Proficiency Test (CSPT) 67 IOWI 36-2201(Note 4) [G237]				X	
39. Combat Aircrew Training AFSOCI 11-207 (Notes 4, 9) [G069]	X	X	X	X	X
REQUIRED EVERY 6 MONTHS (To the End of the Month)	P	FE	AG	DS	FS
40. Buffer Zone Procedures as required by operational necessity/AOR specific (Notes 4, 7, 9, 16) [G075]	X				
41. ISOPREP AFI 14-105 (Notes 4, 9) [G120]	X	X	X	X	X

Table 4.4. Ground Training Requirements for Each Flying Training Level

REQUIRED EVERY 17 MONTHS FOR FTL A AND B REQUIRED EVERY 12 MONTHS FOR FTL C (To the End of the Month)	P	FE	AG	DS	FS
1. Combat Mission Training Refresher AFI 11-2MH-53, Vol 1, AFI 10-707 (Note 4,17, 18) [G070]	X	X	X	X	
2. Crew Resource Management Refresher AFI 11-2MH-53, Vol 1 (Note 2, 18) [G230]	X	X	X	X	
3. Dissimilar Formation Refresher AFI- 11-2MH-53, Vol 1 (Note 18) [G103]	X				
4. Flight Engineer System Refresher AFI 11-2MH-53, Vol 1 (Note 18) [G223]		X			
5. Simulator Refresher AFI 11-2MH-53, Vol 1 (Note 2, 18) [G250J]	X	X	X		
6. VTRAT Refresher AFSOCI 11-207 [G271]	X	X	X		

NOTES (apply to [Table 4.3.](#), [Table 4.4.](#), and [Table 4.5.](#)) :

1. Grounding Item. Grounded until training completed. For Underwater Egress, Water Survival, and HEED training requirements, individual cannot fly over water outside of autorotational distance to shore until training (initial or continuation) is completed.
2. Training Status Item. Individual will only fly in training status (under supervision of an instructor in their respective crew position) until training is completed.
3. Due upon arrival PCS or every 4 years, whichever occurs first.
4. Mission Ready Event. Individual will not be used on or deploy for operational missions until training is completed. Crewmember can fly training missions, without instructor supervision. Individuals must complete AFOSH Laser Safety Training prior to using non-eye safe lasers.
5. NVD refresher will be accomplished in recurring block training.

6. Optional for HQ personnel when conducting inspections and evaluations when accompanied by unit assigned and theater indoctrinated personnel.
7. N/A for CONUS units.
8. Small arms training phase periods and currency requirements will be established per AFI 36-2226.
9. Not required for formal school permanent party aircrew. If formal school personnel are deployed for contingency or exercise augmentation, these events must be completed prior to deployment. This includes 58 SOW permanent party personnel and USAFWS instructors.
10. N/A for formal school instructor personnel. Level B training should be accomplished as soon as possible upon completion of initial qualification training, but not later than 3 years after formal school graduation date. Contact group SERE instructors for training quotas.
11. AFSOC aircrews are considered Group B for weapons qualification. If units are authorized to carry additional weapons onboard aircraft, squadron commanders determine what aircrew members will maintain qualification in those weapons.
12. Required within 90 days of assignment to a mobility position.
13. Must be completed within 6 months prior to deployment to OCONUS locations.
14. Individuals with greater than 20 years flying service may elect to attend the academic portion only.
15. Per AFI 31-207, para 2.10, unit commanders must ensure individuals receive “use of force” training before being issued a firearm. Once given, this training is good for 12 months. Unit training offices will document this training in a manner that records the name of the individual trained, the date of the training, and the name and rank of the individual responsible for giving the training.
16. For the purpose of buffer zone training, 352 SOG aircrew may be considered USAFE elements.
17. To credit this event Electronic Warfare Systems Refresher, Radar Warning Receiver training and Threat Signal Recognition training must be accomplished.
18. Simulator refresher and associated event currency are based on FTL in lieu of GTL.

Table 4.7. Basic, Mission, Special Mission Qualification Frequency Requirements.

[illegible]

Table 4.8. Mission Qualification Semiannual/Quarterly Volume Flying Training Requirements.

MISSION QUALIFICATION (VOLUME) SEMIANNUAL/QUARTERLY FLYING REQUIREMENTS BY FTL						
REQUIREMENT	PILOT		FE		AG	
EVENT NAME (NOTES) [ARMS ID]	SA FTL A/B/C	QTR FTL A/B/C	SA FTL A/B/C	QTR FTL A/B/C	SA FTL A/B/C	QTR FTL A/B/C
AIR REFUELING [AR20]	2/2/3		1/1/2		1/1/2	
NVG AIR REFUELING [AR21]	1/1/2					
ALTERNATE INSERTION/ EXTRACTION (Note 2) [IS01J]	4/4/6					
FAST ROPE [IS02J]				1/1/2		1/1/2
ROPE LADDER [IS03J]				1/1/2		1/1/2
SWIMMER DEPLOYMENT [IS07J]			1/1/2			
COMBAT MISSION PROFILE (Note 5) [CT03J]	2/4/4		2/2/4		2/2/4	
IDAS/MATT PROFILE (Note 6, 8) [IM01]	2/4/4		2/2/4			
DAY WATER OPERATIONS (Note 3) [S420J]	1/1/1		1/1/2		1/1/2	
CLOSE AIR SUPPORT [FS08]	1/2/3		1/1/2		1/1/2	
EXPENDABLE EVENT (Note 8) [EW04]	1/1/2		1/1/1		1/1/1	
GROUND RADAR EVENT [EW02]	1/1/2		1/1/1			
HOT REFUELING/FARP [HR01]	1/1/1		1/1/1		1/1/1	

NVG FORMATION [F108]	2/3/4		2/2/3		3/3/4	
TACTICAL GUNNERY (Note 11) [TG01]				3/3/4		3/3/4
NVG TACTICAL GUNNERY (Note 11) [TG02]				2/2/3		2/2/3
.50 CALIBER MACHINE GUN (Note 11) [TG04]			1/1/2		1/1/2	
MINI-GUN (Note 11) [TG03]			1/1/2		1/1/2	
PAVE LOW COUPLED APPROACH [CA01]		2/2/3		1/2/3		
CHEMICAL DEFENSE TASK QUALIFICATION TRAINING (AERPs) (Note 8, 9, 10) [LS17A]	1/1/1		1/1/1		1/1/1	
PAVE LOW NIGHT MOUNTAIN [NM01]	2/3/3		1/2/3			
PAVE LOW NIGHT WATER OPERATIONS (Note 8, 10) [WO02]			2/2/2		2/2/2	
LOW VISIBILITY APPROACH (Note 8, 10) [B122]		1/1/1				
SHIPBOARD OPS (Note 4, 8, 10) [SO04]			1/1/1		1/1/1	
PROFICIENCY SORTIE (Note 7) [B020]	2/2/3		2/2/2		2/2/2	

NOTES:

(Apply to [Table 4.7.](#) and [Table 4.8.](#))

1. *Bien* = Biennial (every 2 years) and *Ann* = Annual
2. Hoist and CRRC/Soft Duck must be done live to credit currency.
3. Required only if not Low Visibility Approach qualified.
4. See Joint Pub 3-04.1 and current DLQ MOU.

5. DSOs will log six (6) Combat Mission Profiles (FTL C), four (4) Combat Mission Profiles (FTL B), or three (3) Combat Mission Profiles (FTL A) each semiannual period if MH-53 qualified only. Instructors/evaluator DSOs may only credit two (2) Combat Mission Profiles while performing instructor/evaluator duties if MH-53 qualified only. If multiple MDS qualified, all volume requirements will be halved.
6. Dual Crediting of Currency. NVG Sortie credits both night sortie and sortie requirements. Precision approach and non-precision approach credit 45-day instrument approach requirements.
IDAS/MATT profiles credit combat mission profiles for appropriately qualified crews. Individual AIE events credit total AIE requirements. NVG Tac Guns updates Tac guns. Single Spot ships updates multi-spot ships.
7. Applies to 58 SOW formal school instructors only.
8. Does not apply to 58 SOW formal school permanent party personnel.
9. For helicopter qualified DSOs who are also AFSOC fixed-wing qualified, they will accomplish CDTQT on MH-53 1/365 days and on a fixed-wing aircraft 1/365 days.
10. Does not apply to USAFWS instructors.
11. All but one quarterly tactical gunnery missions must be flown on NVGs; one may be flown during the day. One gunnery mission may be credited while firing blanks. For units possessing more than one gun system, currency will include live firing each weapon semiannually.

References

AFH 36-2218, Volume 1, *Self Aid And Buddy Care - Instructor Handbook*
AFH 36-2218, Volume 2, *Self Aid And Buddy Care-Student Handbook*
AFI 10-707, *Spectrum Interference Resolution Program*
AFI 10-2501, *Full Spectrum Threat Response Planning and Operations*
AFI 11-2MH-53, Volume 2, *MH-53 Aircrew Evaluation Criteria*
AFI 11-2MH-53, Volume 3, *MH-53 Operations Procedures*
AFI 11-202, Volume 1, *Aircrew Training*
AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*
AFI 11-202, Volume 3, *General Flight Rules*
AFI 11-217, Volume 1, *Instrument Flight Procedures*

AFI 11-217, *Volume 2, Instrument Flight Procedures*
AFI 11-218, *Aircraft Operation and Movement on the Ground*
AFI 11-301, *Aircrew Life Support (ALS) Program*
AFI 11-290, *Cockpit/Crew Resource Management Training Program*
AFI 11-401, *Aviation Management*
AFI 11-403, *Aerospace Physiological Training Program*
AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*
AFI 14-105, *Unit Intelligence Mission And Responsibilities*
AFI 36-2107, *Active Duty Service Commitments (ADSC)*
AFI 36-2201, *Developing, Managing, And Conducting Training*
AFI 36-2218, *Self-Aid and Buddy Care*
AFI 36-2226, *Combat Arms Program*
AFI 36-2238, *Self-Aid and Buddy Care Training*
AFI 48-123, *Medical Examination and Standards*
AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*
AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Protection and Health Program*
AFI 91-302, *Air Force Occupational and Environmental Safety, Fire Protection and Health Standards*
AFMAN 36-2236, *Guidebook for Air Force Instructors*
AFMAN 37-139, *Records Disposition Schedule*
AFPD 11-2, *Aircraft Rules and Procedures*
AFPD 11-4, *Aviation Service*
AFPD 33-2, *Information Protection*
AFSOCI 11-207, *AFSOC Tactics Program*
AFSOCI 11-301, *AFSOC Life Support Program*
AFSOCCR 55-12, *FARRP/Hot Refueling*
AFTTP 3-1, *Volume 34, Tactical Employment - MH-53*
ETCA, *Education Training Course Announcement*
Joint Publication 1-02, *Department of Defense Dictionary of Military and Associated Terms*
Joint Pub 3-04.1, *Joint Tactics, Techniques, and Procedures for Helicopter Operations*
Joint Pub 350.21, *Joint Doctrine for Search and Rescue*
Memorandum of Understanding, *CNO/USSOCOM Joint Helicopter Operations Aboard U.S. Navy Ships*
PACAFI 13-201, *Prevention of Inadvertent Overflight of Non-friendly Borders*

US Army Field Manual 25-100, *METL Development*

US Army Field Manual 25-101, *Battle Focused Training*

Abbreviations and Acronyms

AC - Aircraft Commander

ADSC - Active Duty Service Commitment

AERPS - Aircrew Eye and Respiratory Protection System

ARMS - Aviation Resource Management System

AFOSH - Air Force Office of Safety and Health

AFSC - United States Air Force Specialty Code

AFSOF - Air Force Special Operations Forces

AFTL - Air Force Task Listing

AG - Aerial Gunner

AIE - Alternate Insertion/Extraction

ANVIS - Aviator Night Vision Imaging System

AR - Aerial Refueling (Air Refueling)

BAQ - Basic Aircraft Qualification

BMCT – Begin Morning Civil Twilight

BMC - Basic Mission Capable

BZ - Buffer Zone

CAT - Combat Aircrew Training

CBO - Chemical Biological Oxygen

CD - Chemical Defense

CDTQT - Chemical Defense Task Qualification Training

CD-ROM – Compact Disc – Read Only Memory

CFT - Cockpit Familiarization Trainer

CMT - Combat Mission Training

COMSEC - Communications Security

CP - Copilot

CRM- Crew Resource Management

CSAR - Combat Search and Rescue

CSD - Course Summary Document

CSR - Combat Survival Refresher

DSO - Direct Support Operator

DZ - Drop Zone

EECT - End Evening Civil Twilight

EF - Evaluator Flight Engineer

EMT - Emergency Medical Technician

EP - Evaluator Pilot

EW - Electronic Warfare

FARP- Forward Arming and Refueling Point

FC - Basic Qualification Copilot

FE - Flight Engineer

FEF - Flight Evaluation Folder

FF - Basic Qualification Flight Engineer

FIP - Flight Instructor Preparatory Course

FP - Basic Qualification Pilot

FRF - Flight Record Folder

FS - Flight Surgeon

GCWD – Ground Chemical Warfare Defense

GT - Ground Training

HEED - Helicopter Emergency Egress Device

IAW - In Accordance With

IF - Instructor Flight Engineer

IG - Instructor Gunner

IP - Instructor Pilot

IPC - Instructor Preparatory Course

IR – Infrared

LVA – Low Visibility Approach

MAJCOM - Major Command

MC - Mission Qualified Copilot

MDS - Mission Design Series

METL - Mission Essential Task Listing

MF - Mission Qualification Flight Engineer

MOST - Mission Oriented Simulator Training

MP - Mission Qualification Pilot

MPF - Military Personnel Flight

MR - Mission Ready

MT - Medical Technician

MTL - Mission Tasking Letter (Joint Publication 1-02); [Master Task Listing] {USAF}

NVG - Night Vision Goggles

OFT - Operational Flight Trainer

OI - Operating Instruction

P - Pilot

PAA - Primary Aircraft Authorization

PACAF - Pacific Air Forces

PFT - Programmed Flying Training

PMAI - Primary Mission Aircraft Inventory

PTAI - Primary Training Aircraft Inventory

PTT - Part Task Trainer

RCC - Rescue Coordination Center

RPI - Rated Position Indicator

RPL - Required Proficiency Level

RWR - Radar Warning Receiver

SA - Semiannual

SFT - Special Function Trainer (Computer-based training devices)

SIM - Simulator

SME - Special Mission Event (Subject Matter Expert)

SOPE - Special Operations Planning Exercise

SPIE – Special Patrol Insertion Extraction

TA - Terrain Avoidance

TF - Terrain Following

TM - Terrain Masking

TOD - Task and Objective Document

UET - Underwater Egress Training

UMD - Unit Manning Document

UPT/H - Undergraduate Pilot Training/Helicopter

USAFE - United States Air Forces in Europe

VBSS – Visit, Board, Search, and Seizure

VTRAT -- Visual Threat Recognition and Avoidance Trainer

WPT - Weapons Procedures Trainer

WST - Weapons System Trainer

WX - Weather

Approved for release

//signed//

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